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AND HE COMES OF QUAKER STOCK!

HENRY A. WISE WOOD was interrogated by Roger N. Baldwin, director of the American Union Against Militarism, as to what, in his opinion, should be done with the "conscientious objector," who is of military age, is drafted and who refuses to participate in the war. Part of his answer was as follows:

"All in society who are physically able to defend it from destruction must be compelled so to defend it when the emergency arises, and such an emergency now confronts us. Those who at the front refuse should be court-martialed and shot; those who at home refuse should be tried for treason and imprisoned."

Incidentally, he points to what the propaganda of the "conscientious objector" has done to Russia recently. With the Russian object-lesson before them, he says few persons normal mentally would follow a propaganda that leads to national disintegration.

And then he says:

"In conclusion, my dear sir, permit me to say that I consider your propaganda and that of your associates as perhaps the most insidiously evil thing that is crawling beneath the foundations of our national edifice, and that I shall spare no effort to crush it if I can."

If his forbears had been of fighting stock instead of peace-loving Quakers, there might be some hope for Mr. Wood, but the conscientious objector who goes against a Quaker who has put on war paint is likely never to forget it.

There is a country in Asia made up of conscientious objectors. It was great long before Christ came upon earth. Its inhabitants were not predatory, but through the ages the warlike peoples to the east and to the west of them have overrun their country. Warrior people have come from far beyond the seas and plundered them. There are millions, hundreds of millions, of inhabitants in this land of conscientious objectors, enough at any time to crush their oppressors, but through the ages they have been plundered, and only a few, a very few, have risen against the robbers, the vandals and the conquerors.

Centuries of conscientious objection have stripped them of hope, ambition, faith. Their land is a land of suspicion, of mystery, of doubt, of dread. The rarest thing in that land of hundreds of millions of God's creatures is to see the light of a smile on the face of man or woman or child. The land is a land of sorrow, and we call it India.

If the conscientious objector wants to see what centuries of the preachings of pacifism have resulted in, let him study India.

No honest, Christian man in his sane mind would glorify war, but no man worthy of association with decent men and honest women would respond as did the wealthy, strong-bodied "conscientious objector" to whom Mr. Wood put the questions:

"Would you take up arms if this country was invaded?"

"I would not," was the answer.

"Would you take up arms if this country was invaded and the women violated?" he was asked.

"I refuse to answer a hypothetical question," he replied.

A mother, a wife, a sister or a daughter must feel proud of such a protector.—Commerce and Finance.

A New York minister who asked a similar question of a "conscientious objector" as to a man outraging his wife and who received a somewhat similar answer, said to his congregation:

What can you do with such a God-forsaken jackass?

And so say all decent men and women.

Pro-German Activities in Congress and in Labor Agitation Endanger the Nation.

WE wish we could believe with President Wilson that this country has nothing to fear from the lack of patriotism on the part of people of German descent, but we fear he has made as serious a mistake in this statement as many made months after the European war began when they insisted that there was no reason for any special naval or army preparedness on our part. Later on President Wilson, among others, saw a new and great light, and to his everlasting credit, he it said, he has during the last four or five months worked with an energy that has known no hour of rest to get the country in shape to meet the war upon which we have entered.

When President Wilson expresses unreservedly his confidence in the integrity and patriotism of people of German descent living in the United States, we fear he is basing his theory or his hope on a foundation more unsubstantial than sand. In every direction there are evidences that German-Americans are doing their utmost, many secretly and some openly, to antagonize the United States and to uphold Germany. Every pro-German thus engaged is directly, to the extent of his ability, whatever may be his position, however high or low, co-operating to murder American soldiers, and we cannot afford, if we would save the men who are being sent out to fight for civilization, to permit them thus to be murdered in cold blood through the traitorous acts of the many traitors who curse this country by their presence.

For the good, decent people of German descent living in America who, like Mr. Otto H. Kahn, head of the great banking house of Kuhn, Loeb & Co., whom we lately quoted as hating with intense loathing the spirit which dominates Germany, though he still loves the Germany of old, the MANUFACTURERS RECORD has great sympathy and appreciation. But for every German-American who places before the welfare of this country the spirit of Evil which rules Germany we can have only that righteous hatred which is justified against murderers and the co-workers with murderers.

There are evidences all over this country that German spies and German-Americans are increasing their activities in the interest of Germany, and surely President Wilson must be ill-informed by those around him if he does not recognize the dangers which we face from these activities.

In coal-mining, in iron and steel and in other industries there is a spirit of unrest and hostility and strikes, due almost, if not entirely, to the work of pro-Germans. The Alabama Coal Operators' Association, which is facing the possibility of a coal strike, and at a time when every ton of coal that can be mined is needed, in an announcement to the public as to the influences at work to bring about a strike in Alabama says:

Whether the mines be worked closed shop or open shop, union or non-union, the agitators have succeeded in closing the mines, some for a short time and some for a long time. The troubles have been especially acute where the

Austrian and other Germanic allies have been in the majority. In one district in Pennsylvania within the last few days thirteen organizers were started out and twelve of them were foreigners. This agitation and disturbance of business relations between the coal operators and the miners has been so helpful to the enemies of the United States that it is openly charged, and quite generally believed, that there is German money back of many of the troubles. * * *

We charge that the leaders and the paid foreign agitators not only are serving the enemies of the United States in forcing the stoppage of work in this district, but that those leaders who live in this district have been untrue to their home people in forcing and aiding the deportation of needed labor from the industries here, and that both the home leaders and the paid foreign agitators are untrue to their country in their effort to transport from this district 25,000 men to help the manufacturers and coal operators of the North. * * *

The fact that the marching in Walker county last Sunday was led by a German who up to the time of the declaration of war between this country and Germany was a non-union man is not, to our minds, an evidence that all of the men who followed him did so from the same motives that actuated him, but it shows how easily it is to be led by an enemy of the United States in doing that which is certainly an unpatriotic act.

It is well known that many of the German-American papers in this country are preaching treason, and the Government is falling in its responsibility to its soldiers when it fails to suppress these papers or compel them to be printed in English in order that the general public may know exactly what they are saying. We would not for a moment deny that there are many German-Americans thoroughly sincere in their loyalty to this country, but, unfortunately, unless they stand out conspicuously and make their voices heard in behalf of the United States they must suffer the discredit of the evil done by others.

Congress is full of pro-German activities. There are men in Congress today who are striving to save Germany from defeat and who would rejoice in the defeat of the United States in order that Germany might be the victor. Their actions are endangering the lives of our soldiers and of the people of this country. There are many who are striving to develop the thought of peace in order to save Germany from its well-deserved punishment for the unspeakable crimes which have marred the history of the last three years. These facts are patent to everybody, and while it is right that President Wilson should give hearty encouragement to any thoroughgoing, whole-souled, patriotic German-American whenever he can be found, he must, as the head of this Government, recognize the danger of German activities in this country and the struggle which pro-Germans are making in every part of the country to embarrass the industrial and agricultural activities and the naval and war preparedness measures.

Back of the movement in the Senate and the House to hold up much needed legislation, which President Wilson has been so vigorously and righteously demanding, have been these pro-German influences. Back of the effort to create the impression that American soldiers cannot be sent abroad are pro-German influences. The men guilty of this work are traitors to the world's civilization as well as traitors to their own country.

No language is adequate to describe them. Posing as Americans, they are tied, by some unseen but strong force which can easily be suspected if not proven, to Germany in its effort to dominate Europe and eventually to dominate this country.

President Wilson cannot afford to smooth things over or fail to appreciate the serious danger from these pro-German activities. Too many men working in the interest of Germany and too many quietly but aggressively co-operating with Germany against the United States are at large. We need more jails and penitentiaries or internment camps for these people, and we need a prompt use of the firing squad, for this is not a war in which we can take any chances. It is not child's play, but it is a war in which every wrong move made by us or any failure on our part to throttle Germany in Europe and throttle pro-Germans in this country means the death of American soldiers, the loved ones of American fathers and mothers.

It is up to the people of Alabama to see that pro-German activities do not dominate the coal-mining interests of that State. This is not primarily a contest between union and non-union labor; it is not a contest for wages, for wages are already at the highest point ever reached. This is entirely in its essence a contest between Americanism and Germanism; between people of this country in their struggle to increase the output of coal and iron and steel and the pro-Germans who in every way possible are seeking to decrease the output of these materials. Wherever pro-Germans can bring on a strike, however specious may be the plea; wherever they can increase drunkenness in order to lessen efficiency, wherever they can play upon the ignorance of the less intelligent negroes and uneducated white laborers, wherever they can do any of the work of deviltry which has been so well taught in Germany and from Germany, we will be certain to see it.

The fact that a German was the leader in a march of Alabama coal miners who are threatening to strike is only in keeping with the curse of this influence in every direction. But usually the pro-Germans are keeping in the background and using underhanded ways of creating trouble without themselves appearing at the front.

Alabama has a great opportunity to show its Americanism by preventing a strike, or, if a strike is forced by the coal miners, Alabama should see that the law is so rigidly enforced that every man who wants to work is protected—if every man who seeks by force to prevent his working is "shot on the spot." No parleying, no dilatory tactics, no political play of weak-minded men will avail in this hour. If Alabama will handle this threatened strike, brought on by pro-German influences, as it should be handled, it will set an example to the nation. This is not a question of unionized labor, but of Germanized labor.

The MANUFACTURERS RECORD has always been an advocate of the broadest and most liberal treatment of workmen. It has believed in giving them the highest wages possible. It has believed that humanity as well as efficiency demands the best conditions for labor, and it does not in the slightest lessen its persistent teaching in this direction. But it does insist that the safety of the nation must not be endangered and American soldiers made to die because of pro-German activities in bringing on strikes.

Alabama soldiers, far greater in number than the total number of miners in the State, will be called to the colors, and most of them will probably have to face the fearful battles of Europe. **Every day's delay in producing coal and iron and steel through**

this labor agitation in Alabama will lessen the strength of the country to save these Alabama soldiers from death, and will strengthen the forces of hell let loose in Germany to destroy our men.

Where will Alabama stand?

The soldier must work, even when not in battle and merely in training, from about 5 o'clock in the morning until late in the evening. There is no thought of an eight-hour or a ten-hour day with him, and when in the battle, fighting for the life and the womanhood of the laboring man, as well as of all others, he must fight as long as power to stand exists, regardless of the hours; and though he may see his comrades torn and shattered all around him, he must keep on fighting. But some laboring men, under pro-German influences, are demanding an eight-hour day. Every man who demands a limitation of his work to eight hours is abetting Germany. Every man who is not willing to work as the soldier works should be conscripted, regardless of age or of family responsibilities, and sent to share the fate of the soldier, and in this way be made to learn the responsibility of living in these times.

HIGHWAY CONSTRUCTION ACTIVITIES IN LOUISIANA.

IN a letter to the MANUFACTURERS RECORD Mr. A. D. Alderson, manager of the Tioga Gravel Co., Ltd., Alexandria, La., encloses a list of bond issues for good roads carried within that State during the past year, which amounts up to a total of \$7,835,000. In commenting on this Mr. Alderson says:

We are very greatly retarded by the absolute failure on the part of all roads, with the exception of one or two, to furnish adequate equipment; in fact, most of them have made no effort whatever to furnish the necessary equipment. They consider good roads, like water, as competition.

We trust that Mr. Alderson's view is entirely incorrect. We cannot possibly believe that level-headed railroad men are so narrow-minded as to feel that good roads are competitors. If there are any men in the railroad business of the South or elsewhere whose views are so narrow, it is an infinite pity that they are permitted to occupy any responsible position in connection with railroad management. So far as we have been able to learn, the railroads of the South fully appreciate the value of good roads, and they are active in co-operating in the building of good roads. Sometimes the railroad people are misjudged. One instance which came to the writer's attention a year or two ago illustrates this. The Florida East Coast Railroad is far and away the leading taxpayer in St. Johns county. Its officers had been very much interested in the building of good roads. They had strongly favored issuing bonds for good highways for the entire length of the county, although the railroad itself would have to bear the heaviest taxation. Notwithstanding this, the writer found that some people who had not thoroughly studied the matter were very much surprised to learn that the East Coast Road was vigorously co-operating to secure the issue of bonds for the building of these roads. It had been taken for granted by some people that the road was opposed to issuing bonds, and that its interests would be best served by antagonizing the bond issue and the building of good roads.

Sometimes false reports of this kind get widely circulated, and it takes a long time for the truth to overtake the falsehood. We hope, therefore, that Mr. Alderson's view as to the railroads in Louisiana opposing good roads is a mistake. It is altogether probable that a scarcity of freight facilities has made it difficult for them to handle materials promptly, and at present all the railroads of the country are practically being operated by a board of five men sitting in Washington, with whom the railroads have in effect pooled their transportation business; and these men are of necessity trying to so handle the situation as to give the right of way

to war needs above everything else. But we believe that the country is coming to fully realize that war necessities will mean the building of good roads. They must be built to supplement inadequate railroad facilities, and instead of being competitors with the railroads they help to create so great an amount of traffic that the railroads themselves get a larger volume of business by the prosperity thus developed.

But the railroad officials of the country surely know that the motor truck must supplant a vast amount of railroad business during the war, or else there will be a complete breakdown of the railroad system and of the country's ability to fight.

The list of bond issues for good roads passed in Louisiana during the past year or for which elections have been called, as furnished by Mr. Alderson, is as follows:

LIST OF ROAD BOND ISSUES EITHER PASSED OR FOR WHICH ELECTIONS HAVE BEEN CALLED IN THE STATE OF LOUISIANA.

Vermillion parish.....	\$60,000.00
St. Mary parish.....	400,000.00
Terrebonne parish.....	150,000.00
La Fourche parish.....	150,000.00
St. James parish.....	250,000.00
West Baton Rouge Parish.....	100,000.00
Point Coupee parish.....	170,000.00
Lafayette parish.....	300,000.00
Acadia parish.....	400,000.00
Evangeline parish.....	140,000.00
Jeff Davis parish.....	500,000.00
Beauregard parish.....	600,000.00
Calcasieu parish.....	900,000.00
Allen parish.....	115,000.00
Vernon parish.....	240,000.00
Sabine parish.....	40,000.00
Natchitoches parish.....	250,000.00
De Soto parish.....	250,000.00
Red River parish.....	150,000.00
Caddo parish.....	200,000.00
Bossier parish.....	150,000.00
Grant parish.....	150,000.00
Winn parish.....	300,000.00
Rapides parish.....	250,000.00
Ouachita parish.....	500,000.00
Avozelles parish.....	100,000.00
Caldwell parish.....	140,000.00
Assumption parish.....	40,000.00
Ascension parish.....	80,000.00
Baton Rouge parish.....	100,000.00

Total.....\$7,835,000.00

*Have already been passed and the money is ready.

AN OPPORTUNITY TO STOP WASTE OF EFFORT.

THE appeal of the executive committee of the Railroads' War Board to the railroads of the country to refrain from all work not needed to help win the war finds an echo in the hearts and minds of all patriotic citizens of the United States. The committee suggests that the basis for the consideration of new projects at this time should be the increase in capacity of the carriers for national service.

This also directs attention to the remarks of a railroad executive recently to the effect that during the war it would simplify the problems of the railroads, thus increasing the effectiveness of our fighting strength, if regulating bodies of all kinds would grant the carriers a respite from submitting reports on various subjects, which take up the time of men who could be employed to better advantage. As an instance of such unnecessary work, he cited the construction of a spur track into an industry which had a Government contract. On this the time of two men was required for a month in preparing 800 pages of a report that had to be made to the authorities. One man was an engineer who might have devoted his time to far better purpose in the actual operation of the railroad or in helping the Government in some other way.

Anyone who has dealings with the Government is likely to discover that much good time is wasted here and there on work that is continued because no one has had the hardihood to tackle the job of abolishing it lest somebody lose a position if the work were stopped.

It is up to someone—the President and his Cabinet most likely—to straighten out this sort of circumlocution which hampers accomplishment in war times in addition to getting nowhere, especially in view of the President's proclamation of April 16, in which he appealed to the men who run the railways to see that they do not suffer from inefficiency or slackened power. How can the railroads do all that they are expected to do if the Federal Government hinders their activity by requiring voluminous and useless reports, when a few words, clearly and distinctly put, would do just as well?

A WHOLLY INCORRECT REPORT FROM UNITED STATES DEPARTMENT OF AGRICULTURE.

Telegram.

Baltimore, Md., August 7, 1917.

Hon. David F. Houston,
Secretary of Agriculture,
Washington, D. C.:

The report which is being issued from your Department, headed "Billion Bushels of Wheat Next Year," is so worded, especially in all the heading, and this is what the public will read and the newspapers will play up, as to create an entirely false impression. It will be accepted by nine-tenths of the public as a prediction by the Department of Agriculture of a billion bushels of wheat as next year's probable yield, when no human being can by any possibility forecast what may be the yield of wheat on land which has not been plowed. In this report details are worked out in such a way as to convey to the public the impression that we are safe for a billion bushels of wheat, while as a matter of fact we all know that it is not possible to make any forecast worth the paper on which it is written as to what next year's wheat crop will be.

We may well strive and preach with all the power at our command for an acreage for wheat sufficiently great to give us the possibility, with good weather, of a yield far beyond a billion bushels, for a billion bushels of wheat next year, following the two disastrously short crops of this year and last year, will be wholly inadequate to meet the pressing, absolute demands to feed this country and the Allies. Unless we set our standard higher and seek to increase the acreage to a point that we may with good conditions have a yield far in excess of a billion bushels, we will utterly fail to meet the responsibilities upon the wheat growers of this country to feed this nation and the Allies.

As the public will read only the heading and the few introductory paragraphs, and form its conclusion therefrom, I take the liberty of presuming, in the interest of the nation, to beg that you will so change the report or the heading as to make the heading itself convey the fact that the Department is trying to bring about an increase in acreage, hoping to produce a billion bushels, rather than to carry the heading now given to it. But let me urge you as strongly as I can possibly do, with an intimate knowledge of the grain production of this country for over a third of a century, that unless we set our standard for far more than a billion bushels, we will show that we have failed to realize the seriousness of the world's food shortage, and I trust that this may never be said of us as a nation.

RICHARD H. EDMONDS,
Editor Manufacturers Record.

The foregoing telegram was sent to Secretary Houston by reason of the receipt of a lengthy report issued by him and furnished for publication in the daily papers of the country on Thursday morning, July 9.

This report was headed "Billion Bushels of Wheat Next Year," with subheadings of a similar tenor, all carrying the impression to the uninformed that it was possible for the Department of Agriculture at present to estimate that we would next year have 1,000,000,000 bushels of wheat, and this in the light of the fact that the land has not been plowed and not until it is gathered next year will we know what next year's wheat crop will be. The report deals with an effort to bring about an increased acreage of 18 per cent. in wheat for next year, and indicates that if the yield should average as in former years, and if this and if that should happen, we would have 1,000,000,000 bushels of wheat; but not one man in fifty would read more than the heading, and nine-tenths of those who did read the whole article would find it so confusing that they would not get a clear understanding of its meaning, but would be left with the impression that the United States Department of Agriculture was predicting a wheat yield of 1,000,000,000 bushels of wheat, when, as a matter of fact, the Department was simply endeavoring to suggest how it was hoping to encourage the farmers to increase their acreage to a sufficient extent to pro-

duce 1,000,000,000 bushels of wheat under favorable weather conditions.

As Secretary Houston's report, headed "Billion Bushels of Wheat Next Year," was in the hands of most newspapers of the East on August 7, we scarcely expect any change in answer to our telegram unless he wired to all the papers making some changes, but we felt compelled in this way to enter a protest against such a misleading report. We take it for granted that Secretary Houston never wrote a line of the report, though put out under his name, but that in the routine of work some fledgling in statistics and misinformation wrote the stuff. Secretary Houston is a man of too much ability to write such stuff.

NO PEACE WITH UNREPENTANT MURDERERS AND RAPISTS.

A MAN who condones a felony is himself guilty. The man who for the sake of peace permits unbridled sin to run rampant is a co-partner with the sinner.

The community which for the sake of peace and the saving, perhaps, of some lives in the effort to suppress murderers and rapists, permits them to go scot free in order that there may be no possibility of death of the defenders of law and order, would be spurned by decent men throughout all civilization.

There are times when none but the most despicable coward, with a soul shrunken until it has no resemblance to the Creator in Whose Image it was made, will be willing to make peace.

Life is a precious treasure, but life allied to unspeakable crime could only be unspeakable woe to a good man.

Life in the shadow of dishonor, individual and national, or life where a man had refused to face dangers in order to save women and children, would be without value.

The coward who dares not risk his own life when by doing so he might save another life has little of the Divine of manhood in him.

For three years all civilization has been outraged by a barbarism such as the world had not known. It is scarcely conceivable that amid the dark ages of the past, when the Huns of old at their banquet tables drank from the skulls of the enemies whom they had killed, could men have been guilty of more atrocious crimes against women and children, against honor, private and national; against all that is supposed to have ennobled man since the day when the breath of the Almighty was breathed into him than the Germans of today.

For three long, weary years the world has been suffering an agony such as the angels of Heaven never looked upon before.

For three long years men have given their lives as a sacrifice upon the altar of civilization in full recognition of the Divine statement that "greater love hath no man than this, that a man lay down his life for friends."

And now, after all these years of suffering and agony, of world misery which no human tongue can ever describe, which no human hand can ever paint, the barbaric and ruthless outlaw of the world seeks to find a way to keep its ill-gotten gains, to save its royal murderers from the gallows or the firing squad, and talks of peace.

The very suggestion of peace with such unspeakable criminals would disgrace the individual or the nation that dared to consider the discussion of the terms of peace with such a country, except that country had unconditionally surrendered and left to the victors the right to decide the fate of the royal murderers and outragers who are responsible for these years of untellable and voiceless woe.

May God pity—if God can pity such cowardice—

any individual or any nation that would be willing, for the sake of peace, to parley terms with such crimes!

Vain would be all the work of civilization; vain would be all the blood shed by the soldiers of civilization on the battlefields of Europe; vain would be the heroism of the millions who have died that civilization might live and women and children be saved, and vain would be all the teachings of all the ages if this nation should for a moment give consideration to the effort of Germany to create a desire for peace on its terms.

Shall these dead have died in vain?

Shall the millions and the tens of millions of widows and orphans and loved ones, whose agony has been beyond all description, be without avail in this crucial time, which will settle the question as to whether civilization shall exist or die?

This is not simply a fight "to make the world safe for democracy."

This is a fight to save even the semblance of civilization, to save womanhood and childhood and manhood from the ruthless savagery of barbarism.

Civilization might exist without democracy, but civilization could not exist, nor could there ever again be, for centuries to come, a true conception of the responsibility of man to stand for civilization and, if necessary, to die for God and the right if we should now heed Germany's offer to parley for peace terms.

Better that you and I and every other man in this country shall fight the good fight unto death than that we should, as a nation, be recreant to God and to humanity.

Because of the effort that Germany is making to create a thought of peace on Germany's terms we print elsewhere in this issue extracts from editorials on this situation, showing the view taken by many decent, self-respecting American papers.

DON'T DESTROY THE FINE OLD TREES!

THE wanton destruction of shade trees in streets and parks and the ruin of private grounds and gardens to make way for encroaching business is a matter which should be given more serious attention by the cities of the South ere the opportunity shall have altogether passed. Already irreparable damage has been done by vandalism, and grand old trees that it has taken centuries to produce have been wantonly felled to make room for an improvement of doubtful utility or a development of questionable necessity.

Landscape engineers have been imported at much cost by some Southern cities in recent months to map out a plan for beautifying the city. In some cases the arrival has been too late to save from destruction rows of magnificent trees which were more than saplings during the boyhood of George Washington. No skill or art can provide anything so beautiful or attractive as these victims of vandalism. Wherever in Southern cities there are grand old oaks and elms and poplars, or even sycamores, maples and lindens, provision by the local law-making body should immediately be made for the preservation and perpetuation of these natural adornments. There are streets in some of the older cities of the South which should be left undisturbed, no matter what the encroachment of business might be. It would well repay the city to even change the course of its business streets, if necessary, to preserve such grand avenues of tree-lined beauty as are sometimes found.

"A BIRD'S-EYE view of hell is how the Flanders battlefield looked to an American aviator, who flew over it at the height of the great Allied offensive.—Press dispatch.

Must have been looking at Germany.

The Kaiser Pictured by an American Writer When He Ascended His Throne—Has Germany Reverted to the Barbaric Type?

SOME years ago an ex-Confederate officer who, at the close of the Civil War, escaped through Mexico and joined the French troops, became somewhat a soldier of fortune. He had an interesting and varied career. He was a man of unusual abilities in many directions, especially in chemistry and the manufacture and use of explosives. He became a confidential agent at different times for various European interests, and in this service met many of the rulers of Europe.

Discussing Kaiser Wilhelm and a meeting which he had with him when he was the Crown Prince, this old Confederate officer once said to the editor of the MANUFACTURERS RECORD:

When I met the Crown Prince, now the Kaiser, we discussed the great battles of the Civil War, and the Crown Prince said to me that while we in the United States thought that the Civil War had developed great armies and had been a great war, it would be as child's play compared with the armies which Germany would put into the field when it was ready to bring on a European war.

According to the statements made to the writer by this ex-Confederate officer, who spent some 20 or 25 years after the Civil War in Europe, Wilhelm, even before he became Emperor, was fully imbued with the idea that Germany would create a great army, and when it was ready would bring on a gigantic war.

These statements are interesting now, in view of the republication by the New York Times of an article written 29 years ago by its Berlin correspondent, Harold Frederic, a well-known writer of that day, in which he described Kaiser Wilhelm. The statements made by Mr. Frederic are in complete harmony with many other articles which appeared in regard to Kaiser Wilhelm when he ascended the throne, and these statements made so deep an impression upon the writer at that time that he has ever since, with great interest, watched Kaiser Wilhelm's activities, looking forward to the certain fulfillment of the predictions then made in regard to him, his work and ambitions.

These statements given by Mr. Frederic and published by the New York Times 29 years ago should be carefully studied by American people at the present time, in order that we may the more fully comprehend the moving spirit which has actuated Kaiser Wilhelm and German Imperialism ever since. Because of this fearful world war the most important study that the people of America can give to any problem on earth at present is the study of Germany and its ruthlessness, that we may understand what it means to be in war with Germany and what it would mean if Germany, through its 40 to 50 years of preparation, should by any human possibility be enabled to conquer the Allies and then this country.

The New York Times' story of Mr. Frederic's letter is as follows:

With almost prophetic vision the correspondent in his article, printed April 2, 1888, showed that many of those who had been the most closely associated with William in his youth believed him to be "utterly cold, entirely selfish, wantonly cruel; a young man without conscience or compassion, or any softening virtues whatever," and that it was then felt that his warlike spirit might loosen the German hosts for destruction in every direction.

After describing the physical and facial characteristics of the prince who was to ascend the throne, Mr. Frederic said the young man suggested "the notion of a perfectly-bred sleuth hound, under whose smooth, delicately soft coat lie the muscles of steel and in whose mouth—sinister legacy of nature—is the inherent taste of human blood."

"One shudders," he continued, "as one pats the mild, contemplative head of the bloodhound solely because of the stories that have been told of the terrible ferocity which lurks under this sleek and gentle exterior. In the same way you look into the face of this young heir of the Hohenzollerns and remember with wondering reservations the malignant tales which have been told of his inner nature by those who know it best. Apparently all the women—at least all the English women—who have had to do with the bringing up of Prince William hold him in horror and detestation. I have had numerous proofs of this, although I have never been able to fasten upon any specific reason for it.

"Their dislike for him is based on a general conception

of his character. This view is that he is utterly cold, entirely selfish, wantonly cruel; a young man without conscience or compassion, or any softening virtues whatever. That he has great abilities they all admit, but they stop there. Heart he has none, upon their reckoning. And I am bound to say that if you look into his face with this preconceived notion of the young man's character, you can find plenty of signs which seem to substantiate it.

"Of course, the root of this profound antagonism to him to be found among the little group of English and Anglo-German ladies in the court circles here in Berlin is his unfilial attitude toward his mother. He has, apparently, never liked her—at least since he has attained manhood. The inner reasons for this estrangement it is naturally impossible to discover or determine. The outer causes—or are they effects?—are more obvious. William is very deeply and thoroughly Prussian. He is a living, breathing embodiment of all the qualities and lack of qualities which, through precisely two centuries, have brought the little mark of Brandenburg up from a puny fief, with a poor, scattered population of 1,500,000, to the state of a great kingdom ruling nearly 50,000,000 people and giving the law to all Europe.

"He is saturated with all the instincts and ideas which have raised this parvenu Prussia to its present eminence, and his character is the crown and flower of these two centuries of might and ruthlessness and spoliation exalted into a creed."

The correspondent shows that William hated his mother, the pro-English daughter of Queen Victoria, and contemptuously spoke of her to his associates as "the English-woman." He related an anecdote of the Prince's rudeness to his mother, and continued:

"This anecdote does not reveal a nice boy. But, after all, when a young man stands upon the threshold of an imperial career, and we all know that it is a mere matter of months before he will be the autocratic master of 2,000,000 armed men, it is not of so much importance whether he is nice or not. The real question is, 'What will he do?'

"The most common answer is that he will overrun Europe. One of the really great essays of the decade, Taine's recent study of Napoleon, has its basis in the idea that the Corsican marvel was a freak of heredity—a strange, posthumous brother of the medieval mercenary soldier of Italy. It seems very probable that some future Taine, a century hence, perhaps, will write to show that William II of Prussia and the German Empire was a mysterious belated survival of the ante-medieval Goths and Vandals—an Attila born a thousand and more years after his time. The young man is practically all German in blood. It is true that his mother is called English, but, as a matter of fact, one has to go back among her ancestors to Shakespeare's time to find a strain of anything but Teutonic blood in the Guelphs. It is true also that his great-grandmother was a daughter of the Czar Paul. But it happens that the Romanoffs have scarcely a trace of Tartar blood in their veins, so steadily have all the males for ten generations married German wives."

Mr. Frederic said that nobody with eyes in his head could have passed the week in Berlin when William was about to ascend the throne "without recognizing that, if a firebrand comes to the throne, the materials are close crowded upon him for a terrible conflagration. Although the great bulk of the military visitors who thronged to the funeral have gone home again or back to their posts, I still have the sensation of being a lonesome civilian in the center of a gigantic armed camp. Even now, when I go downstairs in this hotel to eat my dinner, one-half of the men at the tables are officers in uniform. The elevator boy touches his cap to me with a military salute. The waiters, when they receive my order, turn on their heels like fusiliers under the eye of a drill sergeant.

"The military spirit pervades everything and everybody. The stranger in Berlin insensibly finds himself memorizing the significance of the various colors in collars, epaulet straps and cap bands, instead of the species of trees, the different kinds of beer, or the good restaurant, as he would in London, Vienna or Paris. The soldier in Berlin is as familiar and commonplace and ubiquitous a fact as the negro in Charleston. The officer is as plentiful and as easily masterful in his assumption of proprietorship over all things as the politician in front of the Delevan House in Albany during the legislative season.

"What this means is that the army here in Germany will utterly swamp what organized pacific instincts there are in the Empire the moment a young fighting Kaiser draws his sword and cries out: 'Who will follow me?' The fact of the existence of Bismarck's colossal army will magnify itself in the popular mind; the spirit in which he built it up, the peaceful intent, the patriotic aim, will all vanish like steam on a lamp chimney.

"The Iron Chancellor has done marvels toward creating a manufacturing, trading, money-making Germany, with new, great vested interests in peace and a new, large business class whose concern is to promote commerce and preserve quiet. But to do this he has had side by side to create a much more numerous and important class whose profession it is to fight and whose entire material concern it is to promote warfare and to open a swift current of promotion and honor. This second class—this military class—is all powerful in all the upper, middle and higher grades of society. Little of provocation, of the popular appeals to national feeling, would make it master of nine-tenths of the

German people. Kaiser William II, in the glamor of his youthful distinction of face and figure, of his deep Teutonic prejudices, of his all-controlling belief in himself and his race and his destiny, could hurl a practically united Germany east, west or south a month after he had ascended the Hohenzollern throne. The whole German nation from Basle to Königsburg would rise to his enthusiastic support. Every young man from Thorn to Coblentz would burn to ride with him for conquest and glory.

"This is not a pleasant or humane conclusion, but it is a necessary one. The lesson taught by Prussia's success—by the rise of the Hohenzollern dynasty—is an object-lesson in blood and iron which has not been lost on any German mind. Every youth, from the humblest field laborer in Thuringia to the Crown Prince, who waits upon the door-sill of imperial power, has that lesson ingrained in every fiber of his being. That is why this young heir to the German imperial dignity has seemed to me better worth studying than anything else in Berlin."

Rev. J. H. Shakespeare, D.D., secretary of the Baptist Union of Great Britain and Ireland, and European secretary of the Baptist World Alliance, one of the foremost ministers of all Europe, in a recent letter to the editor of the MANUFACTURERS RECORD stated that many of the atrocities committed by Germany were unprintable. In reply, it was suggested that the time had come when the people of this country should know of these atrocities, and, even though they might have seemed unprintable in times of peace, the safety of humanity and civilization demanded that they should be printed now.

From Dr. Shakespeare we have a letter giving some of these atrocities, but even in this he does not give full details of many things that are known to him and to others.

Dr. Shakespeare's letter is published elsewhere in this issue.

The Baltimore Sun, in commenting upon Dr. Shakespeare's letter, which was published in the Evening Sun a few days ago, raises the question as to whether or not Germany is insane, and on this point says:

It is sometimes difficult to separate war hysteria and war exaggeration from facts, and a good many of us have been disposed to doubt some of the horrible things attributed to the Germans, because they were so frightful as to seem incredible. But the testimony on the subject is so voluminous and comes from so many responsible sources that we are almost forced to believe that there is positively no limit to the fiendish mental state of the Prussian ruling class, and of many German soldiers and civilians. After making all possible allowance for some of the atrocities in Belgium and France as the work of irresponsible and drunken soldiers who had got out of control, there remains a record of horror unparalleled, except by the Turks, in the warfare of any modern nation. A correspondent the other day expressed incredulity as to a story giving details of the crucifixion of a Canadian by German soldiers, but this is not the only incident of this kind that has been reported by trustworthy observers. In the letter printed in the Evening Sun Thursday the Rev. J. H. Shakespeare, secretary of the Baptist Union of Great Britain, discusses this whole theme very thoroughly, and, among other things, refers to the statement of six Catholic nurses who went from England to Belgium, to the effect that one of the first sights which met their eyes in that land of infinite woe was a Belgian civilian crucified to the walls of a burning house by German soldiers.

Recently in the United States there have been evidences that the same spirit of super-devilish hate is at work. Peddlers in the West have been selling courtplaster containing tetanus germs and soap impregnated with other disease germs. There seems little doubt that the courtplaster and the soap were deliberately prepared to spread disease and death in the most awful forms. We should be most happy to have it proved that this was the work of a madman, but when we remember all that Prussianism has stood for in the way of frightfulness during the last three years, it is natural to suspect that this is also a part of its war program.

Certainly the German people have uttered no protest against acts which have filled all humane and sane minds with horror. All of these things have been defended or condoned by pro-Germans in this country as necessary to success. Few of them, for instance, have condemned the sinking of the Lusitania.

We should not deduce from all this that the German people are a nation of devils. But they were unfortunately educated for many years to believe that Germany was the super-nation of the earth, that crime became a virtue when committed in her interest, and so when the war came many of them carried this teaching into practice. The most charitable view is to believe that Germany is a nation gone mad with blood and war lust. It is impossible to explain

the appalling fiendishness which has characterized her Government and her armies in this struggle on any other satisfactory theory.

In this connection the New York Sun has lately published a discussion of this German situation by a leading physician, who bases his views on a careful investigation of the barbaric war spirit of the Teutons. He states that, while he was for years pro-German, his eyes became unsealed by reason of the war. He claims that Germany's present life is due to the false philosophy and science which for more than a score of years that country has been following. He asserts that the mental condition of Germany is due to a mental reversion which when manifest in the individual is characterized as insanity. Occasionally, as records attest, he claims that whole communities have been thrown back to barbaric type through a seizure of dominating personalities by governmental directing forces. He says:

The naturalized German, as we met him before the war, never had the pure patriotism of the native American. He never has been able to rid himself of the superprejudice that inspires him to place his native land before all, even if he fled it to escape military service.

The obsession of the Kaiserbund reaches far abroad, from Greenland's icy mountains to the Gulf of Mexico. On its native heath it has existed possibly several thousand years. Gibbon gives us a fairly good history of it as he gleaned it from Tacitus and historians of later date.

It will be noted that in the first hundred years of the Christian era the German spirit is the same savage sort that still persists in Deutschland and has been transplanted to some extent to other fields of German military endeavor. It shows a revival of the barbarism, a reversion to type, savagism, a startling national insanity based upon a past without high ideals.

To get a glimpse of the ancient German, whose barbaric spirit apparently has been revived to muddle terrestrial things, let us look at him in the year 100 A. D., or thereabout, as Gibbon pictures him.

"The Germans in the age of Tacitus were unacquainted with the use of letters, and the use of letters is the principal circumstance that distinguishes a civilized people from a herd of savages incapable of knowledge or reflection. . . . Without some species of writing no people has ever preserved the faithful annals of their history, ever made any considerable progress in the abstract sciences or ever possessed in any tolerable degree of perfection the useful and agreeable arts of life.

"Of these arts the ancient Germans were wretchedly destitute. They passed their lives in a state of ignorance which it has pleased some declaimers to dignify with the appellation of virtuous simplicity. . . . The sound that summoned the German to arms was grateful to his ear. It roused him from uncomfortable lethargy, gave him an active pursuit, and, by strong exercise of the body and violent emotions of the mind, restored him to a more lively sense of his existence."

Gibbon comes pretty close to the bull's-eye in these sentences:

"Strong beer was sufficient for the purposes of German debauchery. But those who had tasted the rich wines of Italy, and afterward of Gaul, sighed for the more delicious species of intoxication." [This recalls the German invasion of the Champagne district and the iconoclastic spree that followed.] "They attempted, not, however, as has been executed since with so much success, to naturalize the vine on the banks of the Rhine and the Danube, nor did they endeavor to procure by industry the materials of an advantageous commerce.

"To solicit by labor what might be ravished by arms was esteemed unworthy of the German spirit. The intemperate thirst for strong liquors often urged the barbarians to invade the provinces on which art or nature had bestowed those much-envied presents."

We are irresistibly reminded of the blasphemy of the Kaiser in claiming a partnership with the Devil in these passages from Gibbon:

"But the influence of religion was far more powerful to inflame than to moderate the fierce passions of the Germans. Interest and fanaticism often prompted its ministers to sanctify the most daring and the most unjust enterprises by the approbation of Heaven and by full assurances of success. The consecrated standards (heads of wild beasts, vividly suggesting the modern terror emblem of the freak hussars), long revered in the groves of superstition, were placed in the front of battle, and the hostile army was devoted, with dire execration (Gott strafe everybody!) to the gods of war and thunder."

NOT ENOUGH STEAM TO RUN THE WHISTLE AND THE CYLINDER AT THE SAME TIME.

A LEADING business man of the South in a letter to the MANUFACTURERS RECORD referring to the criticism of some people in Washington who have failed to measure up to the opportunity, says:

It reminds me of a remark which I heard attributed to

Thomas Edison at the time that he accepted the position of chairman of the Advisory Council as follows:

"Our task is to reconcile democracy and efficiency. It looks like an impossible task, but it must be attempted.

"The great difficulty in a democracy is to elect and put in positions of authority those whose steam works through the cylinder instead of through the whistle, the latter class being so much more in evidence that they are the most apt to be selected."

This last statement graphically describes many of the men in evidence in Washington and elsewhere. Their steam is working through the whistle, and they have none left with which to drive the cylinder. But because the whistle blows so loud they attract the attention of the public and deceive even some of the elect who are responsible for putting them in places of responsibility.

This suggestion of our correspondent brings to mind Lincoln's story of the steamboat that would come to a dead stop every time it blew its whistle, because it never had enough steam for the whistle and for the engine to operate at the same time. These people are not of as much value as Lincoln's steamboat, because that could do something when its whistle was not blowing. They keep their whistle blowing all the time, and, therefore, never get anywhere, but always obstruct navigation.

[From Baltimore Sun of August 7.]

LOAFERS IMPERIL SHIPS

Builders Finding Difficulty Getting Men Who Will Stick.

DRINK PLAYING A BIG PART.

Many Of Skilled Employees Getting Larger Wages And Take Two Or Three Days Off Each Week.

All of the slackers are not to be found among those who attempt to dodge military service. It is becoming increasingly patent that this unsavory character is more or less prevalent in certain industries upon which the nation must depend as greatly as upon the military establishment—industries, in fact, whose efficiency or non-efficiency may spell the difference between speedy success and delay and possible disaster.

Information received yesterday from Baltimore shipbuilding interests showed that this industry, whose efficiency in turning out new tonnage is almost a matter of life and death, in view of the ravages of the submarines, is being dangerously hampered by the indifference, neglect of duty, intemperance and shifting about of possibly 50 per cent. of the workmen. . . .

Drinking plays a bad part in all of this. With unusual amounts of money in their pockets and indifference to their jobs of their country in their hearts, large numbers of the workmen are hanging about the saloons, soaking rum into their systems, and, as a result, either staying away from work entirely for days at a time or turning up unfit to handle their parts in the vast team-work of modern industry. They not only do not play their own parts, but they weaken the efficiency of the whole industrial machine.

The foregoing is an extract from a lengthy article in the local columns of the Baltimore Sun. This article was not written as a prohibition or temperance story. It was written as a matter of news, and in this shape it tells an appalling story of the power of the liquor traffic in lessening the efficiency of the country, for what prevails in the shipbuilding industry from drink prevails to a large extent in all other industries. The efficiency of the nation and its ability to carry on war is tremendously lessened by this fearful curse of whiskey and beer. This lessened efficiency, the idleness of tens of thousands, working a few days at a time and carousing in drunkenness a large part of every week, is lessening the moral and physical strength of the nation to fight this world battle.

Every man who now in any way whatsoever encourages the liquor traffic, be it beer or whiskey, is co-operating with Germany, and a large part of the work that is being done to stimulate drinking is done by saloons owned or run by pro-Germans. Every man who, directly or indirectly, in this hour of world struggle favors the liquor traffic is contributing directly to the death of thousands and perhaps hundreds of thousands of American soldiers who might

be saved if the full efficiency of the nation could be developed at once, unhampered by the liquor traffic.

Whether the influence for the liquor traffic be in Congress, in the editorial chair, among business men, or wherever else it may be, it is directly aiding and abetting in the killing of American soldiers, and never through time or eternity will it be possible for the men thus guilty to wash the stain from their souls. It is conceivable that some misguided but honest-minded people could, prior to the war, have been opposed to prohibition, but it is not conceivable now that any man who is not working directly in the interest of the liquor traffic, or who is not co-operating with pro-Germans to lessen the efficiency of the people of this country, can now favor the liquor business.

MORE DRASTIC CONTROL OF PRO-GERMAN ACTIVITIES NEEDED.

GERMAN spies infest this country from end to end. Pro-Germans, some claiming American citizenship, and many who are not citizens, all the way from Government circles in Washington to the farthest stretch of the nation's life, are active in their work in behalf of Germany and against the United States. This means that they are working in hearty co-operation with the most unspeakable crimes which have ever marred the record of mankind. It means that they are co-operating with the forces of Evil, whose march through Belgium and France has been over the outraged bodies of women and the murdered bodies of innocent children.

The life of our nation is at stake because of these pro-German activities to be found in the United States Senate, to be found here and there in the pulpit, in the editorship of German papers published in this country, and even of some papers claiming to be American in spirit, but heartily co-operating with the forces that Satan has unloosed through Germany.

The Industrial Workers of the World, one of the worst organizations which the world has known, is using its utmost power to halt the progress of this nation in preparing for war. It is seeking to retard the development of the things needed for war, to make impossible the gathering of crops which have been produced, and, according to reports from the West, it is "spiking" some of the best timber of that section, in order to keep it from being used in the construction of ships. No act, however vile, is too vile for this organization, working in co-operation with and at the behest of Germany and its spies.

In the Senate of the United States are to be found a number of men who are openly seeking to betray their country, and who would far more appropriately stand before a firing squad than stand in the Senate fighting the efforts of President Wilson as he struggles to fight the battle for our very existence.

The country is full of these efforts and pro-German activities to embarrass this country, to create uncertainty, to retard progress and to hamstring the country as after years of waiting we come to the crucial point and find that there is no safety for the women of this country, no safety for its democracy and no safety for its very existence as a nation except through the downfall of the power that is seeking to overrun us and the world.

Nevertheless, in the light of all these facts, known in Washington, no vigorous efforts adequate to the hour are being made to suppress these pro-German activities or to intern those guilty of them and to intern all pro-German sympathizers, whether they be American citizens or German citizens. It is merely a question as to whether this country or Germany is to live, whether civilization as we know it shall continue to exist on earth or whether the barbarism which Germany flaunts before the world shall rule us as well as the rest of the world.

We need not for a moment imagine that we are any safer than England and France thirty-seven months ago thought they were.

Who was there in all of England, or, in fact, in all of the world, who just a little over three years ago could in the wildest of his dreaming have imagined that England's life was at stake, and that for three years England and France and Belgium would

be draining their life blood in order to save themselves from utter destruction?

Who is there who three years ago would have counted it possible for Germany to continue to increase its strength and its resources until it occupies today with its soldiers a territory half as great as that of the United States, with 175,000,000 people or more directly under its domination and subject to its orders?

And yet these are the things which we have lived to see, and men are still to be found here and there who blindly refuse to see that unless on the battle line of Europe Germany through our aid can be destroyed, Germany will overrun us and we shall have to pay with our lives and our souls and our honor the full limit of Germany's demands, which would be the nation itself and the destruction of the womanhood of the nation ere Germany's hatred and lust would be appeased.

Is it not possible, in the light of these facts, for the Administration to carry out the suggestion recently made by the MANUFACTURERS RECORD, that a Department of Safety be created and at the head of it Theodore Roosevelt be placed for the express purpose of handling this internal situation in connection with Germans and pro-Germans?

Every man in America, whether he has any personal esteem for Colonel Roosevelt or not—even his enemies, and he has many of them—would recognize that his appointment meant that there would be no fooling and no trifling in a matter of such vital interest to the country. The pro-Germans and the Germans would know that their personal liberty, and perchance their very lives, would depend upon good behavior, and the country would know that, whatever mistakes Roosevelt may have made, he would bring to the task a far-seeing vision of the situation and perfect comprehension of the danger and a mental and physical activity which is the marvel of the age and a courage which never falters.

The MANUFACTURERS RECORD has never hesitated to criticize Colonel Roosevelt when it felt that criticism was needed, and this has been often. But we believe that here is an opportunity for the nation to get the benefit of his unusual abilities, his amazing activity and his full comprehension of the whole situation.

Unless something of this kind is done we shall soon see many repetitions of the lynching of an Industrial Worker of the World leader in the West last week. The people of this country are determined that its welfare shall not be sacrificed by pro-German activities right here at home, and every day which the Government delays in dominating the situation will hasten the day when there will be outbursts against pro-Germans and Germans which will cause suffering to the innocent as well as to the guilty. It will be infinitely better to control the situation by law than to wait until the mob spirit breaks loose in the land and endangers the life of every pro-German, wherever he may be found, and that will be the inevitable outcome of continued inactivity on the part of the Government in handling this situation.

SOUTH'S COTTON CONSUMPTION LARGEST IN HISTORY.

SECRETARY HESTER of the New Orleans Cotton Exchange reports that the commercial cotton crop for the year ending July 31, 1917, amounted to 12,940,334 bales, an increase over last year's crop of 2678 bales, but 2,167,077 bales less than the commercial crop of 1914-1915.

The South consumed last year 4,357,685 bales, which is the largest amount consumed in any one year by the mills of this section, being 311,130 bales more than was consumed the preceding year and 1,194,297 bales more than was consumed in 1914-1915. While the South thus increased its consumption, the mills of the North fell a little behind, the figures being 2,998,000 bales, against 3,005,000 for the year before.

The world's consumption of American cotton, according to Secretary Hester's figures, for the last fiscal year was 14,054,000 bales, against 14,812,000 bales the preceding year. This shows that the consumption of cotton was over 1,100,000 bales in excess

of the crop marketed last year, reducing the surplus on hand as compared with last year to that extent.

The South received for its cotton crop, including seed, for the trade year ending July 31, \$1,412,860,035, a gain of \$454,660,000, or about 47 per cent., compared with \$958,200,000 received the year before.

THE WAR AS VIEWED BY OUR READERS.

NOT from any personal pride whatever in seeing the position of the MANUFACTURERS RECORD in regard to the great world war commended by our readers, but wholly for the purpose of seeking to deepen the impression as to the magnitude of the struggle and the fight we must make, we are from time to time publishing some of the voluntary letters of commendation which come to us in every mail.

The MANUFACTURERS RECORD is profoundly appreciative of the responsibility which rests upon it in this campaign. No word is idly written. Every word voices a profound conviction, with a full recognition of what the printed word may mean in awakening our country to the great struggle upon which we have entered. No word is written without a recognition of its possible effect in shaping some life for good or for evil.

It is with this thought in mind that the MANUFACTURERS RECORD publishes the following letters as typifying what seems to be the general thought of our readers:

STANDARD CEMENT CONSTRUCTION CO.,

Southern Building.

Wilmington, N. C., August 3.

Editor Manufacturers Record:

The educational news stories and inspirational sermonettes published on the front cover pages of the MANUFACTURERS RECORD deserve a word of appreciation. Especially is this true of "August, 1914—August, 1917," in yesterday's issue. May your message be carried far and wide by the press of the country; may it bring to the forces of Divine Right a great depth of faith in the cause and in the support of those who must stay at home, that an irresistible momentum may be gained to suppress Prussian Might! Even greater than the power of wine and women over man is the call to service under Truth and Honor for the preservation of humanity. For every inhabitant of America—native, naturalized or alien—there is a way to serve and a task to do. Let us as a nation arise early and keep steadfastly at our work, whatever it may be, for the success of God's cause.

STANDARD CEMENT CONSTRUCTION CO.,

J. M. Weaver,
General Manager.

Conneaut, O., August 4.

Editor Manufacturers Record:

I have often been tempted during the past two years to write to you, but a constitutional reluctance to intrude upon the time of a busy man has enabled me hitherto to resist the temptation.

However, I feel now that I ought to break over the barrier for the purpose of commending your general course in relation to the war, both before and after the declaration.

Positively I do not write for publication. I write solely because I believe that your able, foresighted and broad-minded policy ought to receive some expressed recognition and encouragement.

The ability, the courage and the patriotic spirit displayed by you are a source of hope and inspiration to men who sometimes almost despair for our country in the hands of selfish, timid, confused and incompetent men.

After a course of the Congressional Record and of doctrinaires, inane flubdub and purblind pacifists, it is like a breath of invigorating mountain air to read your strong, incisive, manly editorials.

It has been given you to see with clarity of vision, and you have proclaimed the truth without political fear or partisan favor.

I do not flatter myself that my personal approval will be of special interest to you, but I am aware that editors are more likely to be criticized than praised, and I feel that one who has been so conspicuously serviceable in awakening both the public and the Government to a sense of instant responsibility and duty is entitled to the knowledge that his work is observed and appreciated.

F. A. CHURCHILL.

Atlantic City, August 4.

Editor Manufacturers Record:

Each copy of the MANUFACTURERS RECORD excites my admiration more and more, and I think every true American should be thankful that there is one paper in the country which will tell the people what atrocious demons the Germans have proved themselves to be. The strange part of it is how blind the civilized world has been and did not realize that such a nation of monsters existed in their midst. Whilst this war is a horrible disaster, still if it

serves to unmask and destroy such a people the world will be compensated in the end.

Keep up the good work, and I wish there were more editors like you.

WM. C. SEDDON.

ROBERTS-ALEXANDER,

Engineers and Contractors.

Argenta, Ark., August 4.

Editor Manufacturers Record:

I am herewith enclosing my check for \$4 for subscription for another year. I have been a subscriber for many years and hope always to continue to be. Your strong, aggressive and very applicable editorial writings on the many important subjects now confronting the civilized world, and especially our beloved nation, are inspiring and are read by the writer with great pleasure. I am pleased to refer to them on many occasions. I wish the MANUFACTURERS RECORD entered every home in the nation. Your article in issue of July 12, page 47, under the heading of "To Guard Us From Alien Enemies," is of especial importance at this moment. Also your very high compliment you paid to my friend, Hon. Edward N. Hurley, in your issue of July 3 will no doubt lend strength and add to this very able gentleman's usefulness in the very important position for which our President selected him.

May God spare you for the good work your journal is doing is the prayer of,

Faithfully yours,

MORD ROBERTS.

THE CRAIG RIDGWAY & SON COMPANY.

Coatesville, Pa., August 4.

Editor Manufacturers Record:

Kindly send me a copy of the editorial you had in the MANUFACTURERS RECORD last week describing "Germany Before the War and Germany After the War."

This editorial is about the best I have seen on the subject in any paper.

When I went to get the editorial to preserve it, I found my brother had the same opinion as I have, and he had cut out and taken it away.

WM. H. RIDGWAY.

RAYMOND MANUFACTURING CO., LTD.

Corry, Pa.

Editor Manufacturers Record:

The writer wishes to express to you his appreciation for the splendid article published in your issue of July 26, entitled "Will the Nation Sell Its Soul to the Liquor Traffic?" Your stand on this whole matter is most encouraging and refreshing in view of the stand that some other business publications have taken. Your comprehension of the economic losses caused by this traffic and your fearlessness in stating the same so publicly is certainly to be commended and has the hearty support of the writer.

Nothing would so encourage our people in food conservation as for the Government to take this greatest of all steps to save the enormous waste of food products now being permitted.

It will be lamentable indeed if our Government fails at this time to take advantage of the opportunity to entirely abolish the traffic in intoxicating liquors, and thus give the greatest possible encouragement to our people in carrying on the present war and in making all the sacrifices which appear to be necessary.

F. E. WHITTLESEY.

Secretary and Treasurer.

ARE THERE TOO MANY GERMAN CHEMISTS IN UNITED STATES DEPARTMENT OF AGRICULTURE?

FROM various sources it has come to the MANUFACTURERS RECORD that the Agricultural Department of Washington is known as "Little Germany," and that many of the men holding positions of great responsibility in the investigation and handling of chemical questions are Germans. Well-known chemists as well as business men of high standing make the charge, and they feel that the country is in danger, and perhaps even the health of the people is in danger, by having Germans in charge of the various activities in the pure-food and other bureaus of the Agricultural Department.

We have no desire whatever to do the Department of Agriculture an injustice, but if the charges which have been made to us are correct it would seem to be appropriate for some radical changes to be made. In order to get at the matter with justice to the Department, we suggest that some Senator or member of the House ask for a complete list of chemists and all connected with pure food and other interests in the employ of the Department of Agriculture, and, if American citizens, whether born in this country or abroad, and, if born in Germany, when were they

naturalized, and to what extent it is possible to learn as to their pro-German or pro-American sympathies.

Have German chemists who had never made any move toward becoming citizens been sent out with the Department's authority to investigate the formulas and secret processes of American manufacturers, which they could then easily have sent to Germany for the benefit of German concerns?

Was it or is it now customary for the Department to have employed in such confidential and important positions alien chemists more interested in their own country than in this?

Has the Department permitted itself in the past to be "worked" or is it now being worked by alien chemists whose knowledge of inside facts would give them a vast power for evil?

Statements have been made by reputable people that all of these things have been done.

We trust that the statements which have been made are wholly incorrect, but they have been made by people of sufficient responsibility to justify us in presenting this for consideration. At any rate, much good would be accomplished by such a statement, for if the reports so generally believed are not true, the public should know it.

IMPORTANCE OF MAKING DEMOCRACY SAFE FOR THE WORLD.

TAKING as a text a paraphrase of President Wilson's historic declaration, the weekly News Letter of the University of North Carolina, in its issue of August 1, holds that "in the effort to make democracy safe for the world" it is necessary to make a change in existing conditions whereby more than 55 per cent. of the people of the United States are landless, homeless and therefore, in varying degrees, irresponsible and godless.

The exhaustive treatment does not go into an enumeration of the many perils which the world faces from unsafe democracy. It contains no warning to the electorate of the dangers of putting in office such unsafe representatives as are much in evidence today in the Senate and House of Representatives of the United States, and it makes no reference to the dangers with which democracy is confronted in other parts of the world at this time.

The scope of the article is confined to the presentation of the dangers to a community, county, State or nation that is populated by landless, homeless people, "who in the very nature of things move from pillar to post under the urge of necessity or opportunity, who lack identity with the community in which they live, who feel little responsibility for local law and order, and who lack a proprietary interest in schools and churches and other agencies of progress and prosperity, welfare and well-being."

"It is well-nigh impossible," it is declared, "to socialize, civilize or Christianize a landless, homeless people, and Mexico perfectly illustrates this fundamental truth. At bottom her people are illiterate, irresponsible and impossible because the masses are landless and homeless."

In the study of the relation between home ownership and democratic sanity and safety, the article continues: "How well or how ill are our fifty-five million landless, homeless people in these United States conditioned to be the high priests of right reason in economic, social, civic or spiritual affairs? How stable or unstable are the foundations of democracy when laid down in restless, roving, irresponsible citizenship? What is the worth of citizenship that is weighted and steadied by home ownership in our cities and land ownership in our farm regions?"

"The cities have always been hotbeds of destructive socialism, and so mainly because vast majorities of city dwellers own neither the houses they live in nor the tools they work with. Here frenzied revolutionists find large and responsive audiences, and but for the sanity of home and farm owners in America our democracy would long ago have gone down like a house of cards."

Taking New York as an illustration, it is pointed out that in Greater New York as a whole eleven people in a hundred own all the land and all the dwellings, while in Manhattan and the Bronx only

six in a hundred are owners and ninety-four in a hundred are renters. Of these Manhattanites the News Letter declares "they are identified with no locality. They have no abiding interest in local churches or schools. Their sense of civic responsibility is reduced to a minimum, and this lack of robust, responsible citizenship imperils good government in every large city center in America. Irresponsible citizenship on the part of roving renters freely licenses every form of sin and shame, greed and graft, crime and corruption in our great cities. Democracy has no greater problem in our cities than its homeless population offers."

Much of the article is devoted to conditions in the South, and particularly in North Carolina. In that State 52 per cent. of all dwellings in town and country are occupied by renters. Twenty-eight States make a better showing than North Carolina and seventeen a poorer showing. Commenting on this situation, the News Letter says:

"The tenants in our farm regions are sojourners, strangers and pilgrims on the earth. They have no stake in the land. They are tethered to no locality by the ties of ownership. They are forever seeking new fields and pastures green. They have little or no chance to develop an abiding interest in schools and churches, in good roads, in greater attention to public sanitation, in local law and order, in community organizations and enterprises for progress and prosperity, welfare and well-being."

Where there are high ratios of farm tenants there are low ratios of church membership, and it is held that the very foundations of the church are imperilled by increasing homelessness in America.

"A landless, homeless population," it is declared, "offers a perilous foundation for stability, sanity and safety in our developing democracy in America. Popular intelligence and Christian conscience must get busy with the problem. British Columbia, Manitoba, Australia and New Zealand have gone at it hammer and tongs, and we must get at it earnestly in North Carolina and in every other State of the Union."

"When our boys get back home from the trenches abroad they ought to find it easily possible to own homes and farms of their own in the United States, just as in Canada. It will be an unpardonable sin on the part of American democracy to force them into the ranks of our landless, homeless multitude."

The remedy proposed by the News Letter may not be so readily endorsed as is its statement of the perils which are involved in the multitude of landless, homeless people of the country. An effective remedy is declared to lie in a progressive land tax, such as has been in force in New Zealand.

Democracy, civilization, Christianity, all require greater responsibility of citizenship than is now apparent, and in a discussion of these all-important problems every means proposed as a remedy will unquestionably be given more and more consideration by all thoughtful men and women.

Secretary Houston Discusses the Agricultural Situation.

Department of Agriculture.

Washington, D. C., August 3.

Editor Manufacturers Record:

I have your letter of July 27 with reference to increasing the wheat acreage. The Department very vividly realizes that farmers must have time to make their plans for seed wheat, for plowing, for the purchase of new agricultural implements, for adequate fertilization and for shaping all their farming operations. The statement of the question "What shall we do to get ready for next year?" did not at all imply that nothing would be done now. Part of the business of getting ready for next year is the doing of something today and tomorrow. The question, which was asked merely for our own thought, might perhaps better have been framed "What to do immediately and continuously to secure the requisite agricultural output from this time forward." I realize quite fully that some parts of this question must be answered immediately, and that operations must be under way. As a matter of fact, we are taking them up very actively at present, and much machinery is in operation. We realize that, so far as the winter wheat crop is concerned, the outcome will depend in large measure on what is done

during the next few days and weeks. We are all aiming at the same thing, and much of this is merely a question of phraseology.

Many factors have to be considered in connection with the problem. The fertilizer situation is one factor. There is not enough fertilizer available for the requirements of the country. The question then arises as to how much the increase of wheat production should be encouraged in States dependent upon fertilizer when there is considerable land in the West that may be used for growing wheat without fertilizer. In connection with this problem also we must keep in mind the fact that large wheat crops may be demanded for a number of years, and our farm practice now should not be interfered with to such an extent that the wheat crops in succeeding years would be threatened. Furthermore, without underestimating the importance of wheat we must remember that other crops also are vital, and when wheat acreage is increased the area available for other crops is likely to be decreased.

We are in close touch with the authorities in all of the wheat and rye States, and we are rapidly forming a plan, with their assistance, which should be of the highest value. This will be announced at the earliest date possible.

Repeating briefly, I will say that I fully realize the seriousness of the wheat situation, and this Department is doing and will continue to do its utmost to relieve the situation, but with due regard to important conditions that must be considered, and especially with regard to the production of wheat in the future.

D. L. HOUSTON, Secretary.

\$4,830,000 FOR HYDRO-ELECTRIC DEVELOPMENT.

Georgia Power Co. Planning Further Facilities for Generating and Distributing Electricity.

Further facilities, estimated to cost a total of \$4,830,000, are planned by the Georgia Railway & Power Co. of Atlanta, and in connection with these extensive betterments the corporation is arranging to issue \$2,500,000 6 per cent. gold notes. The improvements will include the \$330,000 expenditure for the installation of the sixth unit at Tallulah Falls, the new generating equipment to provide for 18,600 horse-power. As stated in July, when the physical details were announced by the MANUFACTURERS RECORD, this additional development will complete the station to its full capacity of 108,000 horse-power, and all the construction and machinery contracts have been awarded.

The other improvements planned are the construction of a reservoir and a power station. This reservoir will be located on the Tallulah River above Lake Rabun, which now supplies the Tallulah Falls plant. It will cost about \$1,500,000. The power station will be built two miles below the Tallulah Falls power station, the site being near the junction of the Tallulah and Chattooga rivers into the Tugalo River. It will cost about \$3,600,000.

It is estimated that these additional facilities will add to the company's capacity as follows: 30,000,000 kilowatt hours annually by the sixth unit at Tallulah; 40,000,000 kilowatt hours annually by the additional reservoir above Lake Rabun; 115,530,000 kilowatt hours annually by the new power-generating plant on Tugalo River. This is a total of 185,530,000 kilowatt hours annually for distribution over the company's transmission system. It is probable about two years will be required for the completion of all this construction, and it is understood that immediate arrangements will be made for determining the details. The engineering features in connection with the construction, the awarding of construction contracts, the details as to the machinery required and the other necessary features are understood to be in progress.

New Orleans has been named headquarters for the recruiting service of the United States Shipping Board for the Gulf States. In the Shipping Board's national organization for recruiting and training 10,000 officers for the new merchant marine, the Gulf coast, which is designated as Section 4, extends from Cape Sable, Fla., to the Rio Grande. Earnest Lee Jahneke of New Orleans has been appointed section chief as executive head of the work for the Gulf States territory.

A PRAYER
OF THE DEFENDERS, ON LAND AND SEA,
OF AMERICA AND OF CIVILIZATION.

By RICHARD H. EDMONDS.

Editor Manufacturers Record.

[The fact that millions of American soldiers must be called to war and that every home in America will in one way or another be touched by the horrors of the struggle would seem to justify the Manufacturers Record in giving voice to some of the religious thought in every life.—Hence the publication of this Prayer. Copies of this in leaflet form can be had without cost, if desired, by any of our readers.—Editor Manufacturers Record.]

Almighty Father of infinite love, Thou who didst give Thine only begotten Son to die upon the Cross that men might be saved, we would come unto Thee in this solemn hour and seek Thy guidance and Thy protecting care for our loved ones and for our Nation.

Thou, O Christ, who didst give Thy life that men might live, hast taught us that the highest life is in service to others. We feel that Thou art calling us in this, the supreme hour of civilization, to battle for the right, for the welfare of others, and to save millions from being destroyed by the power of evil, and we would not, O Christ, our Saviour, our Leader, refuse to hear and heed Thy command.

We heard Thy call, O Thou Almighty Ruler of the Nations, in our country's call to gird ourselves for war and go forth to save mankind, and thus to serve Thee.

No hatred, except the hatred of sin and barbarism, fills our hearts. We go not from love of adventure, nor moved by false national pride. We go determined to battle for the right that evil may be destroyed. We realize what this momentous hour means to the whole world, and our hearts are bowed with a sense of responsibility, as to the call of God and of humanity, we answer: "Here am I, send me."

We are offering our lives in a service which we believe is dear to Thee. O Father of infinite love, be Thou with us. Let Thine everlasting arms be about us. Be Thou our guide and our shield. May Thy rod and Thy staff comfort us, and may we fear not, because Thou art with us. Temptations we know will assail us, but help us that we may trust in Thee, O God, for strength to resist evil. Be very near unto us, O Father Almighty, as we tread the path of duty, and guide us and guard us day by day, that our lives may be clean and pure in Thy sight.

If there are any among us who know Thee not, O Christ, our Lord and our Redeemer, we beseech Thee draw them unto Thyself. May their eyes be opened to see Thee; may their ears be unstopped to hear Thy tender voice, and may their hearts be so touched by Divine love as to yield obedience to Thy call.

May the camp and the battlefield be unstained by sin. May they indeed become hallowed ground where our lives shall be dedicated to Thy service.

But not for ourselves and our comrades alone would we plead with Thee, O Thou prayer-hearing and prayer-answering God. It is for the loved ones that we leave behind that we pray. They will need Thy help. Their sorrow will surpass our sufferings. By day and by night they will be bowed with grief at the dangers we may have to face, except that Thou, O Father, shalt give them the comfort which Heaven alone can offer. We pray for them. O Father, Almighty, tender and loving, give them the joy of Thy presence; help them to feel in all its fullness Thy rich grace. Fill their hearts with the Peace of God. Unto Thee would we lift up our hearts in prayer for these dear ones. We know that Thou lovest them far more than we do, for God's love surpasses man's love as the Divine surpasses the human, as eternity surpasses time. Therefore, we commend them, O Father, to Thy tender care, and Thy loving kindness, and we go forth with the joy of knowing that Thou wilt sustain and keep them, and that their health and their lives will be very precious in Thy sight.

As Thou workest through human agencies, honor us, O God, by using us as Thy instruments to save the world from the fearful evil which wreaks its vengeance upon innocent women and helpless children and to bring to all people everywhere religious and civil liberty, that Thy name may be glorified throughout all the world.

Let Thy benediction, O God, be upon our Nation. Banish from it all that is unholy. Quicken its people to a new sense of duty to Thee and to mankind. Fill them with the spirit of sacrifice. Teach them that Thou art calling them to some great service in the home, in the factory, on the farm, as Thou art calling us to the battlefield. Awaken everywhere, O Heavenly Father, a deeper sense of the meaning of life, a new consecration of our Nation to Thy service, that the time may be hastened when, through the service and the sacrifices of our country, Thy kingdom shall come and Thy will be done throughout all the earth as it is done in Heaven, and Christ shall reign in every heart.

Hear us, O God, in these our pleadings, for we come in the name of Thy blessed Son, our Saviour, lifting up before Thee Thy promise to hear and answer when we come in His name.

And now, O Father, keep us pure and clean; keep our lives unspotted that the work which we have been called to do may not be stained by sin; and unto Thy name shall we give praise and honor here and through eternity.

Hundreds of Millions of Dollars in Ships Now Building in Southern Yards.

THE SOUTH LEAPS TO THE FRONT IN CONSTRUCTION OF SHIPS TO SAVE CIVILIZATION.

The magnitude of the shipbuilding activities of the South, as given in special reports in this issue, will astonish the nation. They show that this section is at last coming into its own in the shipbuilding world, and that it is preparing to play its full part in helping to save the world by building ships. Even the determination of the United States Steel Corporation, as announced in special telegrams to the Manufacturers Record to build a plant at Mobile, which necessarily means that the company will build on a large scale, because it never does things on a small scale, is not more suggestive of what is being done in the South for shipbuilding than the details given in this issue of the really astonishing activity along the entire South Atlantic Coast from Baltimore to Galveston. While Newport News with its vast operations in building war ships leads this section with an aggregate of \$90,000,000 worth of ship work under way in one yard, it is significant that at almost every port in the South there is great activity in the expansion of old yards, long accustomed to do a small local business, and in the establishment of big yards. Contracts have been let for ships at these Southern ports which will aggregate, counting from Baltimore to Galveston, not less than \$370,000,000.

The details show how widespread is the activity.

SHIPS UNDER CONSTRUCTION AND CONTRACTED FOR IN SOUTHERN SHIPYARDS.

	No.	Tonnage.	Value.
Steel Vessels.....	119	734,650	*\$150,000,000
Wooden Vessels.....	298	861,400	*130,000,000
Total	417	1,596,050	\$280,000,000
Battleships, Cruisers, etc.....			90,000,000
Grand Total.....			\$370,000,000

*Estimated.

\$70,000,000 Worth of Shipbuilding Under Construction or Contracted For by Baltimore Plants.

A survey of shipbuilding activities in Baltimore's harbor shows that the total value of ships, both wooden and steel, actually under construction or under contract will conservatively approximate \$70,000,000. This work includes 39 steel vessels, with a total approximate tonnage of 289,950; 29 wooden vessels, with a total tonnage of 77,000; 5 large tugboats, and a number of

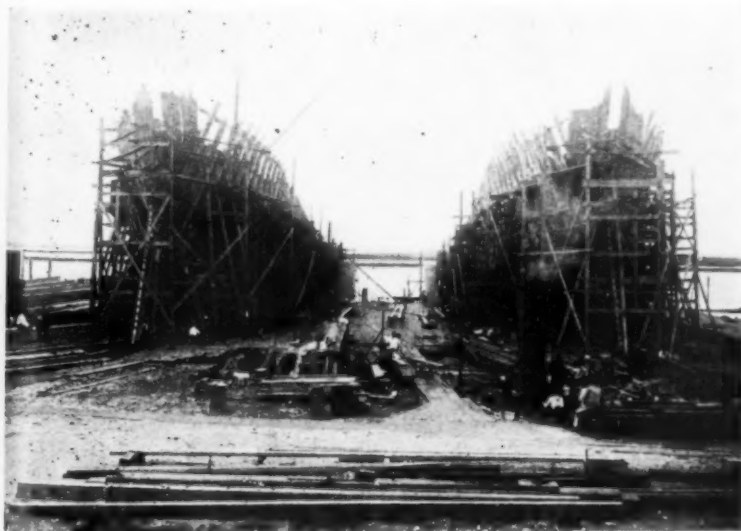
barges and lighters. This briefly but strikingly reflects the tremendous activity in shipbuilding work of all kinds now under way at this port.

Baltimore has always occupied a front-rank position as an important shipbuilding center. It has several large yards devoted to steel shipbuilding and a number of smaller yards which make all classes of smaller types of wooden and steel vessels for business and pleasure purposes. With the great demand for ships created by the war, the established Baltimore shipyards have not only considerably expanded their industries, but a number of new yards have been established for the con-

struction of both wooden and steel vessels, and several of these were organized for the express purpose of building wooden merchant ships for the Government.

The extent of shipbuilding at present in Baltimore is shown in the following summary of work under way at the different yards:

Bethlehem Steel Co.—Two 11,000-ton ore ships, two 11,300-ton ore ships, one 6000-ton ore ship, one 17,000-ton ore ship, one 5500-ton freight ship, one 7500-ton freight ship, four 7400-ton freight ships, two 10,200-ton freight ships, one 11,350-ton tank steamer, one 125-foot tug.



TWO FOUR-MAST AUXILIARY POWER SCHOONERS, 1500 TONS EACH, UNDER CONSTRUCTION BY BRUNSWICK MARINE CONSTRUCTION CORPORATION, BRUNSWICK, GA.



1500-TON BALDHEADED FOUR-MAST SCHOONER, WITH 500 AUXILIARY HORSE-POWER TWIN SEMI-DIESEL ENGINES AND TWIN SCREWS, UNDER CONSTRUCTION IN SHIPBUILDING PLANT OF BRUNSWICK MARINE CONSTRUCTION CORPORATION, BRUNSWICK, GA.



PLANT OF TAMPA DOCK CO., TAMPA, FLA., SHOWING FOUR PILEDRIVERS AT WORK ON BUILDING SLIPS OR WAYS FOR AS MANY SHIPS, FOR WHICH THE COMPANY HAS CONTRACT. OFFICE BUILDING AND MOLD LOFT IN CENTER OF PICTURE, ONE ALMOST COMPLETED AND SKELETON OF OTHER UP. EXPECTED THAT KEEL FOR FIRST SHIP WILL BE LAID BY AUGUST 25.

Baltimore Dry Docks & Ship Building Co.—Twenty steel vessels, with total tonnage of 135,000.

Riter-Conley Company—Two steel vessels, 3000 tons capacity, for Gulf Refining Co. Expect to lay keel in a month or so for two steel vessels of 3500 tons capacity for Aluminum Company of America.

Henry Smith & Sons Company—Government contract for eight wooden vessels, 3500 tons capacity.

Howard E. Crook Company—Recently increased capital stock from \$125,000 to \$250,000 for the purpose of establishing shipyard. Have contract for six 3000-ton wooden vessels for the Government.

Spedden Shipbuilding Co.—Have under construction two tugboats, each 135 feet long, 25 feet beam and 15 feet deep, with order for one additional tug of same dimensions.

Maryland Shipbuilding Co.—Six 3000-ton wooden ships for the Government.

Coastwise Shipbuilding Co.—Four 1600-ton seagoing schooner barges and two 1200-ton seagoing schooner barges, all under construction, with contracts for two 1200-ton seagoing schooner barges and one 1800-ton lumber schooner barge to be built.

Chas. L. Rhode & Sons Company—One 1200-ton barge and one 100-foot tugboat under construction; two 1200-ton barges and one 146-foot tugboat and a number of lighters under contract.

Practically all of these plants have greatly increased their facilities, or are arranging to do so. The Bethlehem Steel Co. has spent large sums in building a number of immense shops and new ways to accommodate additional ships, and it is said has plans for expansion that will make it the largest commercial shipyard in the country. The company is also rapidly completing a large plate mill to make steel plates for ships, and when this is in operation it will be able to turn out ship plates direct from the ore.

The Baltimore Dry Docks & Ship Building Co., which has two yards, with accompanying drydocks, recently announced plans for the construction of a new plant that will ultimately cost approximately \$3,000,000 and will provide for the construction of vessels up to 600 feet long and 15,000 gross tons. Contracts for the shops and equipment needed by this new plant have been awarded.

Among the important new concerns which have established steel shipbuilding plants at Baltimore since the war is the Riter-Conley Manufacturing Co., Pittsburgh, Pa., long engaged in the fabrication of steel buildings.

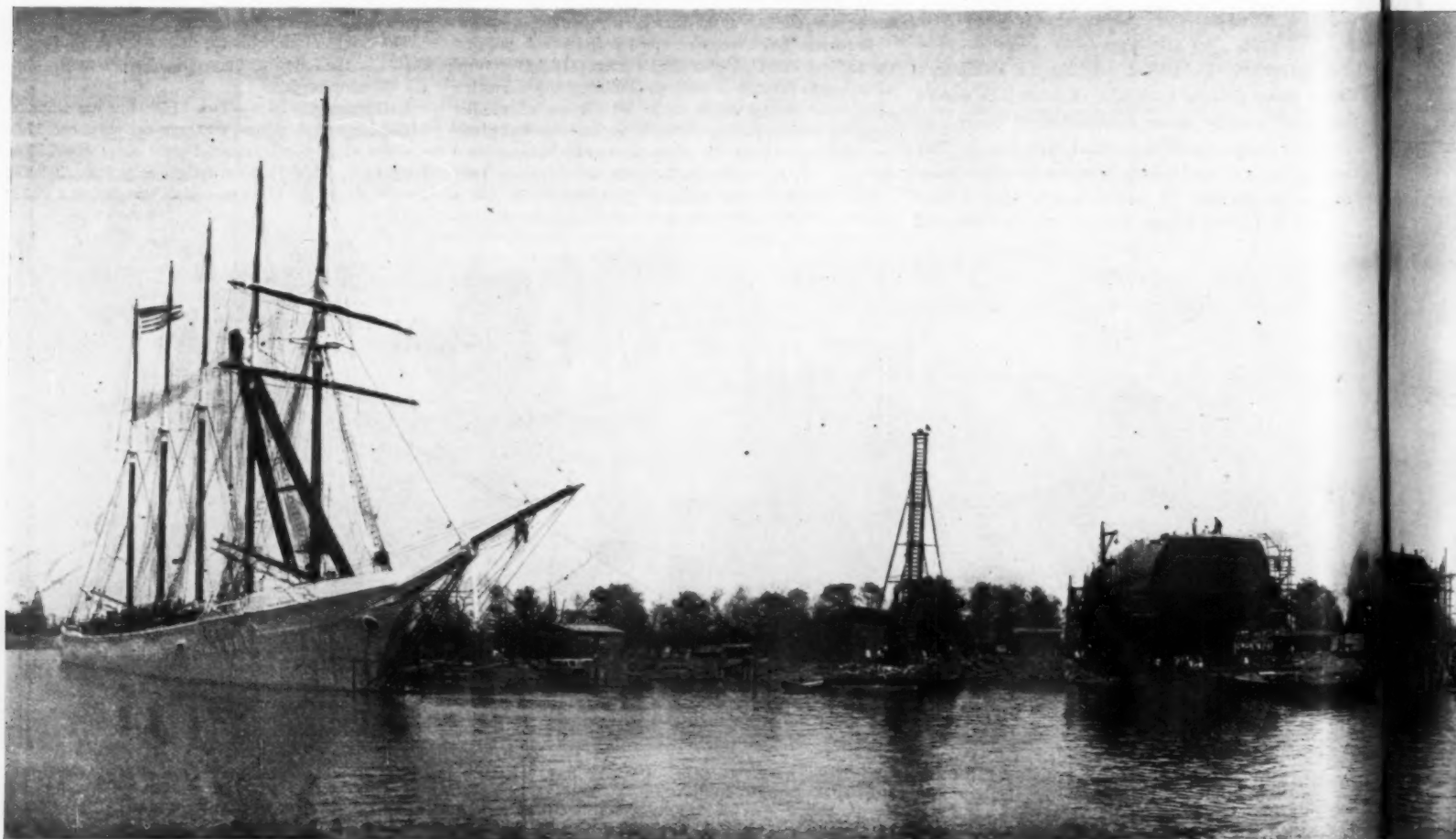
Plans were announced some few months ago of the formation of a large syndicate of capitalists, headed by Emory M. Newton of Baltimore, to establish a steel and shipbuilding plant on the waterfront of Baltimore's harbor, involving an expenditure of \$50,000,000 to \$75,-

000,000. The plans of this company provide for the utilization of South American ore, which will be brought direct to the plant, and blast furnaces and steel mills are to be established to manufacture the plates and shapes needed for the shipbuilding department. Progress in this new development has been made to the extent of taking over 1800 acres of land.

So far four plants have been or are being established to build wooden ships. These include the Maryland Shipbuilding Co., which was organized with \$1,000,000 capital and is erecting an extensive plant that will employ 1000 or more men. At present four ship ways are being constructed, and additional ones will be added as developments justify. It is estimated that the expenditure for shops, ways and equipment at this plant will involve \$300,000.

Another wooden shipyard is now being established by Henry Smith & Sons Company, one of the old building construction firms of Baltimore. This company has secured a 10-acre site and is rapidly erecting its plant. A contract was secured for eight wooden ships for the Government, and it is expected that the first of these will be ready to launch in about eight months.

The Howard E. Crook Company, which has a contract for six wooden vessels for the Government, is constructing six ways at its new plant, and additional ones will be added as needed. The plant has 900 feet



TYPICAL SCENE OF SHIPBUILDING ACTIVITY IN ORANGE, TEX., IN WHICH PORT THE NEW SHIPS HAVE



ONE OF THE THREE 300-TON SCHOONERS BEING BUILT AT THE YARDS OF G. S. BAXTER & CO., JACKSONVILLE, FLA.



CONSTRUCTION WORK ON WOODEN SHIPS AT YARDS OF G. S. BAXTER & CO. AT JACKSONVILLE, FLA.

of waterfront, and it is said that future plans will provide for constructing steel vessels.

In addition to these actual developments, a number of tentative plans for additional shipyards are also being discussed, with the probability that some of these will successfully materialize later.

\$100,000,000 Worth of Shipbuilding Under Way at Newport News—Working Almost Entirely Now on Ships for Government.

Newport News, Va., August 4.—[Special.]—The Newport News Shipbuilding & Drydock Co. now has under construction 11 merchant ships, valued at nearly \$15,000,000, aside from a battleship and several torpedo-boat destroyers. Including Government work, the yard has under contract more than \$90,000,000 worth of work, according to Homer L. Ferguson, president and general manager.

The merchant tonnage building here aggregates 75,000 tons. The yard is rushing this work to completion in order to be able to devote all its time to battleships, battle-cruisers and torpedo-boat destroyers.

The 11 merchant ships building here, one of which will be delivered tomorrow, are as follows:

Oil carrier for Standard Oil Co.

Freight steamer for Southern Pacific Steamship Co.

Oil carrier for Southern Pacific Steamship Co.

Freight steamer for Atlantic Refining Co.

Two freight steamers for the Munsen Steamship Co.

Two oil carriers for the Southern Oil Co.

Two freight steamers for the Atlantic, Gulf & West Indies Steamship Co.

Freight and passenger steamer for the Ocean Steamship Co.

All the above steamers are the largest of their class and equipped with the most modern devices for handling cargo. They will be completed within the next six or eight months, according to present indications. The shipyard has contracted for no merchant work during the past year, officials of the concern holding that the yard should first serve the United States Government, even if the work is done for less profit than could be made out of merchant work.

Government contracts held by the yard aggregate more than \$80,000,000. These contracts call for 11 torpedo-boat destroyers, three battleships and two battle-cruisers. One of the battleships will be delivered within the next few months. Work on the others will not be begun until the torpedo-boat destroyers, classed as emergency work, are disposed of.

President Ferguson says that he does not think the yard will be asked to participate in the building of

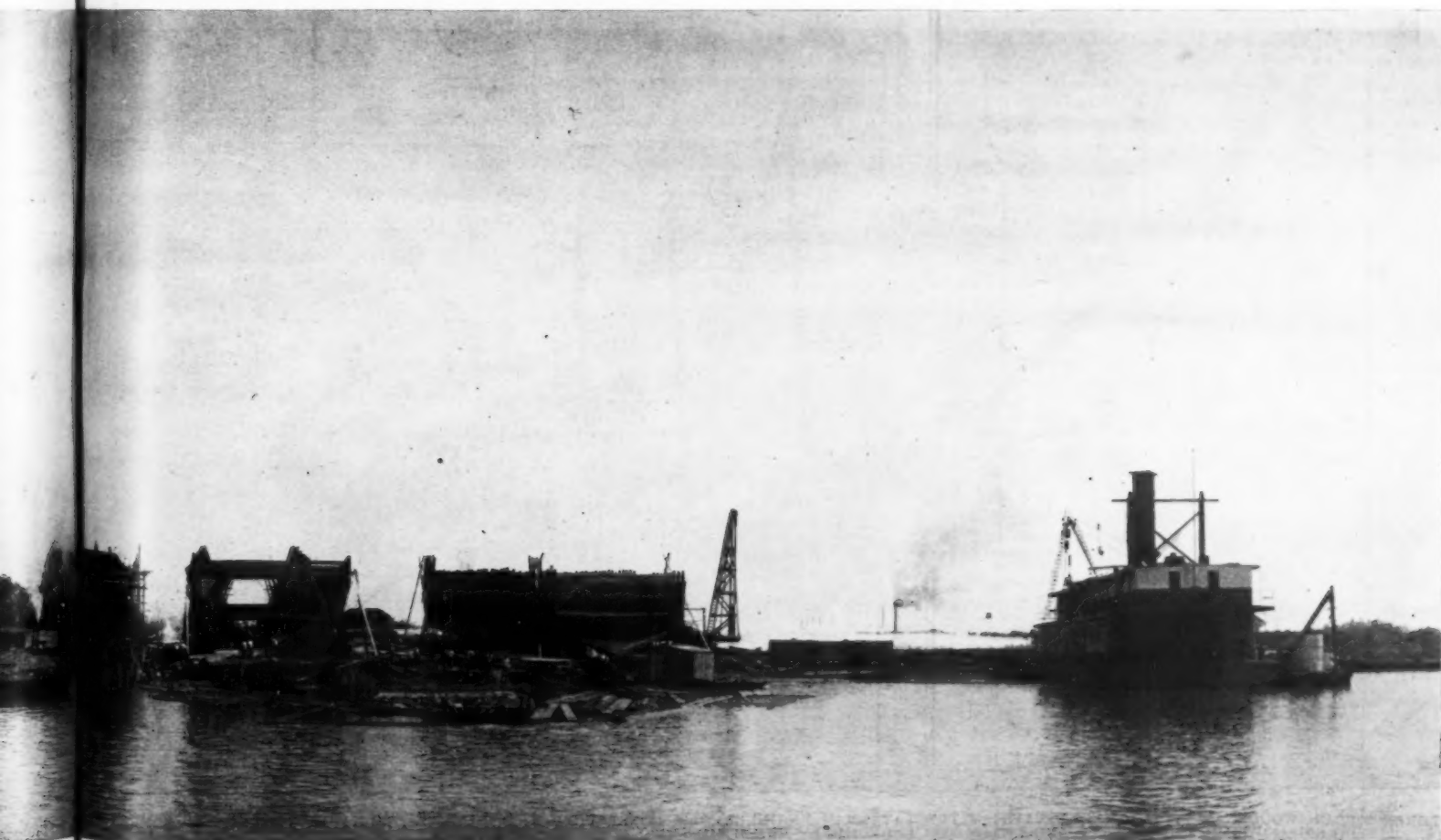
merchant ships at this time, as it is one of the few concerns fully equipped for constructing warships. The yard is spending \$4,000,000 for two new shipways and additional shops and other equipment. These improvements are well under way, but will not be completed for several months.

The Newcomb Lifeboat Co. of Hampton has under contract \$7,000,000 worth of Government work. The company is capitalized at \$500,000, and has a fully-equipped plant, which has been erected on Hampton Roads within the last year.

The construction of several of six submarine chasers was begun about three months ago, and one of them will be delivered within the next month. The six submarine chasers are valued at \$3,000,000, and the four standardized wooden ships at nearly \$3,000,000.

This company is one of many which has begun operations on the Atlantic Coast within the last two years. It was originally planned to build only a standardized lifeboat at the plant, but the Government work was taken when the United States called on American shipbuilders to do their part towards winning the war.

New York interests have recently purchased in Norfolk a tract of 100 acres of land for the location of a shipbuilding plant. The price paid for the property was not made public, nor is it known what the buildings and other equipment will cost. Work of clearing



THE NEWPORT NEWS SHIPBUILDING CO. HAS SHIPS UNDER CONSTRUCTION AND CONTRACTED FOR TOTALING \$14,000,000 IN VALUE.

the land preparatory to building ways and shops already has been begun, however.

The Newport News yard, like other shipyards throughout the United States, is working night and day to do its part towards complying with the Government's shipbuilding program. President Ferguson says he and the directors of the concern are absolutely at the disposal of the Government.

All Government work is being done on the 10 per cent. above cost basis, which is far less than the profit derived from merchant shipbuilding at this time.

The yard has been turning down merchant contracts for nearly two years, and has been building one ship a month for the past 18 months. If the 11 merchant ships now under construction are completed on schedule time, this record will be lowered.

Three Ships Under Construction at Wilmington—Another Plant Probable.

Wilmington, N. C., August 5.—[Special.]—Three ships are being constructed at this port at the present time, and during the past week an unknown firm of Northern capitalists purchased a shipbuilding site on Northeast River from the Camp Manufacturing Co. for the purpose, it is reliably reported, of constructing shipping on a large scale. Details of the development are strictly withheld for the present.

Of the three ships building, the Wilmington Iron Works is constructing two of 2100 tons deadweight each. The third is being started by Cushman & McKown of Philadelphia, to be of 1500 tons deadweight.

One Shipyard at Charleston Established and Another Under Construction.

[Special Dispatch to Manufacturers Record.]

Charleston, S. C., August 6.

While there are no ships actually under construction at Charleston at this time, preparations are under way to begin construction of a considerable number in the immediate future. One plant already established is ready to begin laying down the ways at a moment's notice, and another and larger plant is to be constructed as soon as contracts have been signed.

The Valk & Murdoch Company, recently purchased by W. R. Bonsal of the Seaboard Air Line and associ-

ates, is prepared to lay the keels of four ships of about 6000 tons, and the concern has a capacity in its yard for eight ships should it be able to make the necessary arrangements as to contracts and materials. It is understood that the officers are endeavoring now to arrange for material. The plant will employ a minimum of 2000 men, it was recently stated.

Whittlesay & Whittlesay, the other concern that is preparing to build ships at Charleston, has obtained an option on Remley's Point, just across the river from Charleston, and proposes to erect a plant employing upwards of 5000 men. The number of ships bid for has not been made public. It is understood that this firm will eventually draw on resources amounting to about \$20,000,000. Since Remley's Point is now only a small farming section, there has been speculation as to the company's plans for housing, and it is thought likely that the concern contemplates establishing a settlement for its workmen on the point.

In both these cases it is reliably heard that the contracts are now in the hands of the Shipping Board, and news of signing is expected here daily.

While no definite statement on the subject has been forthcoming, it is believed that Whittlesay & Whittlesay contemplate constructing at least 10 vessels to begin with. The property they control is ideal for the purpose, with a waterfront of good extent and great depth of water.

The Valk & Murdoch plant is on the Cooper River, in the middle of the city proper, and did an extensive ship-repair business before the recent development, employing several hundred men.

Over \$11,000,000 Worth of Ships Under Contract at Savannah Yards.

Savannah, Ga., August 4.—[Special.]—Shipbuilding was an unknown industry at Savannah prior to July, 1916. Today the vessels actually built, building or soon to be built are worth over \$11,200,000, with four plants in operation and several thousand skilled workmen added to the city's population.

The first shipbuilding venture was made in July, 1916, by the Savannah Engineering & Construction Co., of which Wayne Cunningham is president and W. S. Tutwiler vice-president. This company purchased a site on the south side of the river, three miles west of the city, imported skilled labor from Maine and began building two wooden vessels of 2000

tons deadweight each. One of these vessels, a four-masted sailing schooner, was completed eight weeks ago, and will be launched soon. The second, an auxiliary schooner, is 80 per cent. complete; a third auxiliary schooner of 2000 tons is now 70 per cent. complete, and the keel of a fourth 2000-ton vessel, a four-masted sailing ship, has been laid. Each of these is valued at approximately \$200,000, making the value of the vessels at this plant \$800,000. The first three are being built for a New York concern; the fourth, on the company's own account. The company has had no previous experience in shipbuilding, but now plans to continue the work as its main activity, although it is doing other construction work in both Georgia and Florida.

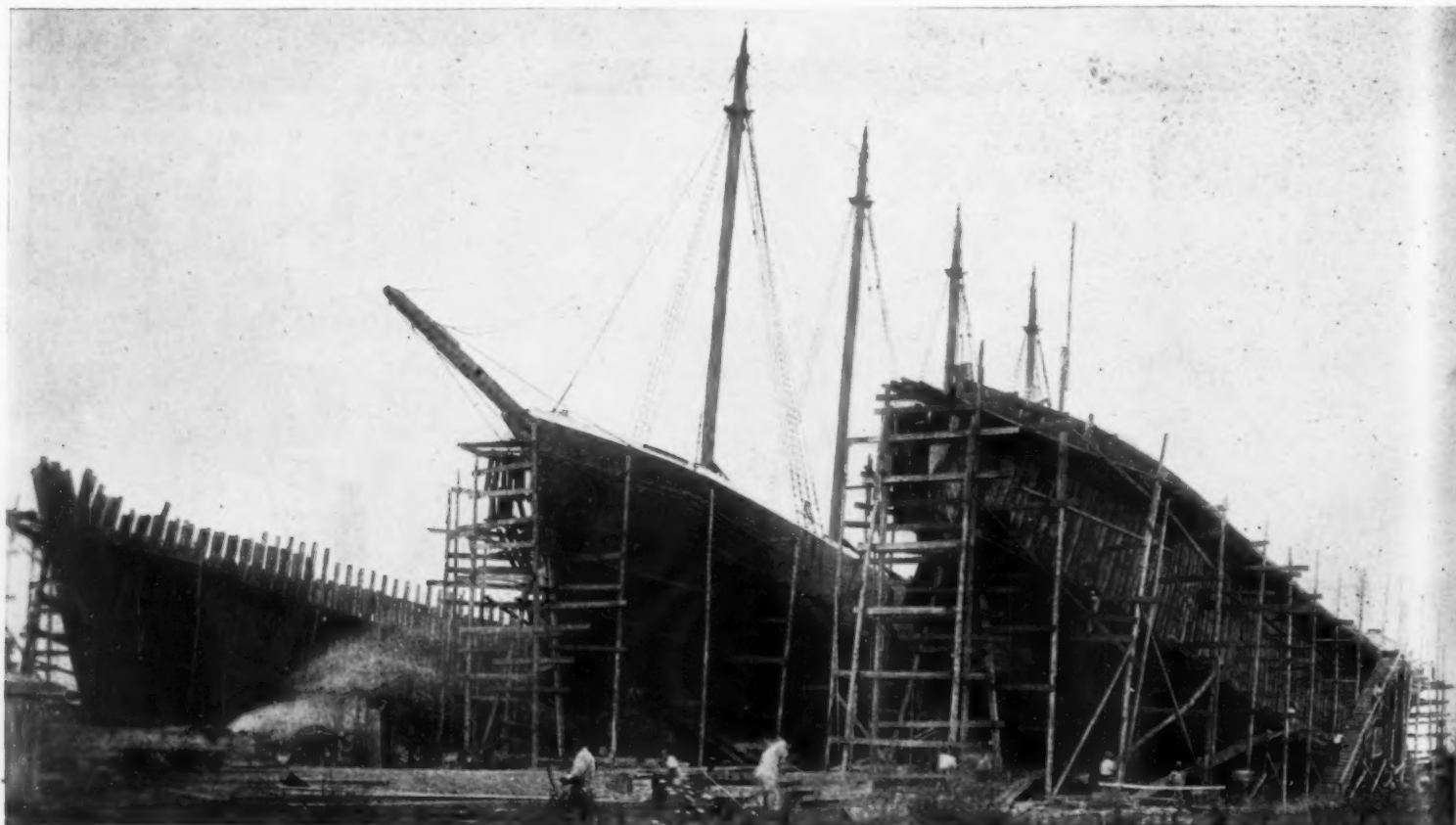
The second shipbuilding concern, known as the Georgia Shipbuilding Co., was started by Charles G. Wilkinson and Frank M. Spencer eight months ago. Its site is on Hutchinson's Island, on the north side of the Savannah River, directly across from the city. It now has on the ways two wooden sailing vessels of 1350 tons deadweight each, one 90 per cent. completed and the other 15 per cent. completed. These vessels are valued at about \$200,000 each.

The third shipbuilding concern came here from New York a little over two months ago—the Terry Shipbuilding Co. Edward Terry of Terry & Tench is its president, and he has moved to Savannah to take active charge of operations. The company purchased a site of 100 acres on the south side of the river, four miles above the city, and has already laid the foundations for ways for 16 vessels.

This company is by far the largest in Savannah. It has been awarded contracts by the United States Emergency Fleet Corporation for 20 cargo steamers of wood and steel at \$500,000 each, or \$10,000,000 in all. It is understood to have other contracts pending to start when these 20 ships are finished. The plant will be one of Savannah's largest permanent industries, and is already employing 2000 men. It will employ 3500 men when in full operation.

The ships will be of steel construction, except for hull and deck planking and cabin finish. They will be 280 feet long, 45 feet beam and will draw about 20 feet when loaded. They will carry a crew of 35 men, and, in addition, a crew for two guns, which are to be mounted fore and aft. Their deadweight capacity will be 3500 tons each.

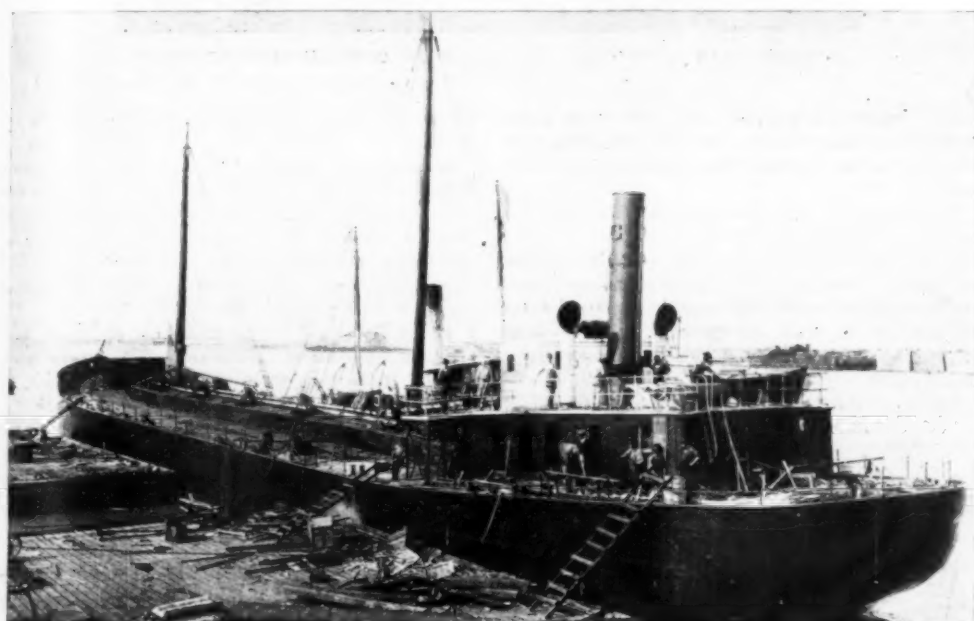
The fourth concern, known as the National Shipbuilding & Drydock Co., was granted a charter a month



THREE 2000-TON WOODEN VESSELS ON THE WAYS AT THE SAVANNAH ENGINEERING & CONSTRUCTION CO.'S PLANT. THE MIDDLE VESSEL, A FOUR-MASTED SAILING SHIP, IS COMPLETE AND READY FOR LAUNCHING. THE OTHER TWO WILL BE EQUIPPED WITH AUXILIARY ENGINES AS WELL AS SAILS. THE KEEL OF A FOURTH VESSEL HAS BEEN LAID AT THIS PLANT.



RECONSTRUCTION OF STEAMER SAN CRISTOBAL AT ALABAMA DRY DOCK & SHIPBUILDING CO.'S PLANT, AFTER PRACTICAL DESTRUCTION BY FIRE OFF THE COAST OF MEXICO.



RECONSTRUCTED HALF OF FORMER RAILROAD FERRYBOAT B. L. WINCHELL, WHICH WAS SAWED IN TWO AT NEW ORLEANS, REBUILT AT PLANT OF ALABAMA DRYDOCKS & SHIPBUILDING CO., MOBILE, ALA. THE OTHER HALF OF THE VESSEL WAS REBUILT AT NEW ORLEANS. WHEN THE BIG TANKER AGAIN GOES TO SEA IT WILL BE KNOWN AS THE "SUSQUEHANNAH."



STEEL TANKERS FOR MEXICAN OIL TRADE UNDER CONSTRUCTION AT VIOLET, LA., BY ALABAMA & NEW ORLEANS TRANSPORTATION CO.

ago, and has already laid the piling foundation for ways for one vessel on its site at the western end of Hutchinson's Island, on the north side of the Savannah River, three miles above the city. The company is incorporated at \$300,000 capital. It is said to have already closed several contracts for ships.

Those who have started in the shipbuilding business find Savannah an ideal location for such enterprises, and it is predicted that the new companies will grow to large proportions as fast as they can enlarge their plants and get the necessary skilled labor and the necessary steel and iron materials. As for wood, there is an abundance of Southern pine at Savannah's door, and also a large supply of oak for the "knees" and other parts requiring this tough, strong wood.

48 Vessels Completed or Under Construction at Brunswick, Including the History-Making Glynn—25 More Ships Under Contract.

Brunswick, Ga., August 4—[Special.]—There are now under construction in the shipbuilding plants in Brunswick, or already completed under contracts since January first, 48 seagoing vessels, of a total tonnage of 67,200. While it is impossible to secure complete information as to vessels under contract, either in the older shipbuilding plants or those now being erected, because of the reticence of the shipbuilders, particularly where all or part of the tonnage is for the United States Shipping Board Emergency Fleet Corporation, positive statements from such of the shipyards as will furnish such information shows that the Brunswick plants have contracts for additional vessels, not yet laid down, to the number of 25, of a total tonnage of 158,500.

There will be under construction here as quickly as they can be laid down a total of 73 seagoing vessels of 225,700 tons in the aggregate. Of this total, eight vessels have recently been completed and delivered, including the schooner Glynn, now famous as the first vessel launched from a Southern plant since the war began, as the first vessel to sail from a Southern port, with a cargo manufactured in a Southern seaport, for the war zone, and as the first of the newly-built vessels from Southern shipyards to have the honor of sinking a submarine, according to reports that the owners confirm by saying that they have been instructed not to give out the information.

There are now four shipbuilding plants in Brunswick, two of which have been turning out vessels since the early part of this year, and two of which are under construction, while the fifth plant completed arrangements for their site and secured the approval of the engineer for the United States Shipping Board today. This latest plant will be established by the Oscar Daniels Company of New York, large contracting engineers, associated closely with the Terry & Tench Company, contracting engineers of New York city, and with the Terry Shipbuilding Co., which recently began the construction of a plant and a new town at Port Wentworth, on the Savannah River, about 10 miles above the city of Savannah.

The Oscar Daniels Company has made arrangements for about 2000 feet of deep-water frontage, the use of two modern warehouses for shops and the use of the electric power plant of about 600 horse-power capacity, together with complete fire protection and water supply from the terminals of the Atlanta, Birmingham & Atlantic Railway Co. at Brunswick. Engineers state that fully seven months' time will be saved in the construction of the plant by the existing facilities. The heads of both, the Terry Shipbuilding Co. and the Oscar Daniels Company state that Brunswick offers the most advantages for shipbuilding, particularly for all-steel or composite ships, of any port they have investigated.

The Brunswick Marine Construction Corporation, which was established in April, 1916, has two auxiliary schooners of 1500 tons, in which the engines have been installed and the fuel-oil tanks are being placed, that are nearly ready for delivery. A third, of 2000 tons, the Willard U. Taylor, named for the president of the company, will be launched August 7. A fourth, of 2000 tons, is about two-thirds completed, while two of 2500 tons each are rapidly progressing. Also, progress is being made on an all-steel cargo steamer of 4500 tons, and ways are being made ready for a second steamer of like size and type. This company is making all possible speed in getting into steel shipbuilding. Much faster progress will be made as soon as a full equipment

of bending rolls of large size, punches and other machinery, which has been received, can be erected and put to work in addition to the complete foundry and engineering plant and marine railway which this company purchased from the Parker-Hensel Engineering Co. last fall.

The Carpenter-Watkins Shipbuilding Co., which began work clearing their site in November, 1916, has a contract for 40 seagoing barges, 20 of 1500 tons capacity and 20 of 1000 tons. Seven of these were recently delivered to their owners, the M. & J. Tracy Transportation Co., New York, leaving Brunswick loaded with cross-ties. Two of 1500 tons each and one of 1000 tons will be ready for delivery within a few days, while two of 1500 tons and two of 1000 tons each are nearly ready for launching. This company, it is stated, has contracts for two wooden steamships of 2500 tons each. The ways for these are nearly completed.

The American Shipbuilding Co., recently organized by S. H. Brown of New York and S. K. Brown of Brunswick, owners of the American Tie & Timber Co. and the American Shipping Co., is building five ways, and has contract now for four wooden steamers of 3500 tons each for the Emergency Fleet Corporation, and will build probably four additional ships for the Emergency Fleet Corporation.

The United States Marine Corporation, organized recently by New York and Washington capitalists, is pushing the work of construction of their \$2,000,000 plant, the site, with an area of 135 acres and 2000 feet of frontage on Back River, which is very deep and quite wide, and expects to have work under way on actual construction of six wooden steamships of 3500 tons each for the Emergency Fleet Corporation.

The Oscar Daniels Company and associates, Terry & Tench interests, will, it is authoritatively stated, build 12 steamships of 9500 tons each dead-weight capacity for the Emergency Fleet Corporation. These steamships are to be all steel, even to the deckhouses, and will be built of steel fabricated at the mills and to standardized type. The contract of this company alone totals 114,000 tons of shipping.

Several other interests have under consideration establishing plants at Brunswick, because of the great advantages, particularly that of healthfulness, caused by the salt-water harbor, with consequent absence of malaria and typhoid, and it is probable that at least one

Inc., the second 3000-ton vessel was complete at this port within one month. There are at present seven shipbuilding companies, constructing both wooden and steel ships, and by September 1 several vessels, ranging from 1100 tons to 3000 tons, will be launched by the

Morey & Thomas Company has sunk 3000 piling for the ways at its plant, and will begin work on four 3000-ton wooden ships on August 20. J. M. Murdock will also begin work on four 3000-ton vessels on August 20,



INTERIOR VIEW OF WOODEN VESSEL UNDER CONSTRUCTION AT BRUNSWICK, GA.

various concerns, in addition to the three steam barges of 2200 tons being built by the Hillyer-Sperring-Dunn Company for the Northern Transportation Co. of Baltimore.

The companies and respective vessels now under construction are as follows:

Hillyer-Sperring-Dunn Company recently launched the 3000-ton steamer Lahola, and is at present installing her rigging. Three steam barges of 2200 tons each are nearing completion, and the keels for four wooden ships of 3000 tons each for the United States Shipping Board are already laid.

The G. S. Baxter Ship Co., Inc., launched the four-

or just as soon as a greater amount of lumber is received.

Richard Morey, builder of the Appalachian Northern Railroad in Florida, is the latest to enter the shipbuilding industry in Jacksonville, under the firm name of Morey & Thomas. The company has secured a lease on seven acres of waterfront from J. M. Murdock, and will immediately begin the preliminary work of building ways for four wooden steam vessels.

Mr. Morey is well known throughout the South, having been interested at various times in Southern enterprises. He is from St. Louis, and his partner, J. F. Thomas, is a son of Senator Thomas of Colorado.

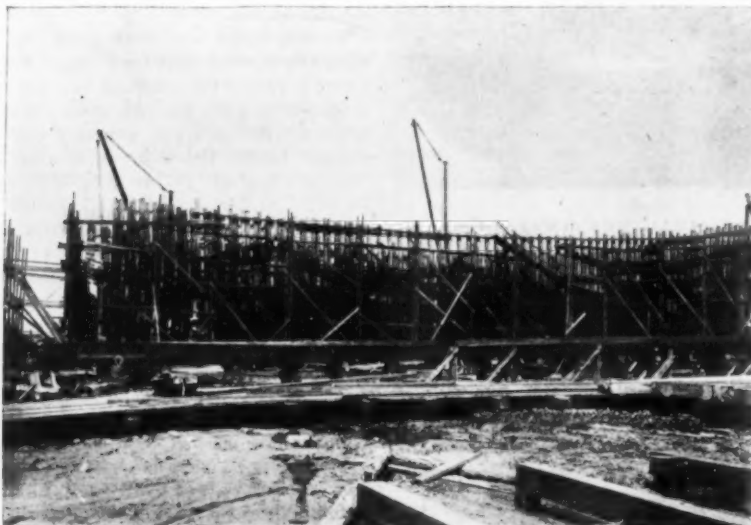
The ways for the construction of four wooden steamships at the yards of J. M. Murdock are already laid, and actual construction of the ships will be started on August 20.

Tampa Building Four Boats in One Yard—Two Other Yards Expect Contracts for Four Each.

Tampa, Fla., August 4—[Special.]—Contracts for four wooden ships to be built for the Government have been let, the Tampa Dock Co. having the contract. The Williams Shipbuilding Corporation and the Stuart Shipbuilding Corporation expect contracts for four more each, making a total of 12 ships that will be built in this city. The two latter contracts have not been signed, but that they will be is expected. They were delayed because of the Shipping Board dispute.

The Tampa Dock Co. now has more than 100 men at work laying the ground work for building its four ships. Piles are being driven for the ways, office and mold lofts being put up and everything got ready for building the ships. It is expected the first keel will be laid August 25. The first of the four ways is about 75 per cent. completed today. M. P. McDonagh, resident inspector for the Federal Shipping Board, is here and has made formal report of the work during the first month to August 1. Eighteen days' work was reported. The ships are to be ready before September 1, 1918. They will be 286 feet long, with 46 feet beam, 21-foot draft and 3100 tons gross capacity. The engines will be of 1500 horse-power, and will develop a speed of 10 knots an hour. It is expected that the boats will be fitted out complete in this city. Each is to cost about \$300,000.

The Tampa Dock Co. is a combination of the McGucken & Hyer firm, which built the Tampa City Hall, the Hillsboro Hotel and other buildings here, with the A. J. Knight interests, owners of large interests on the estuary where the ships are to be built. It is officered as follows: President, A. J. Knight; treasurer, Esli Knight; secretary, J. C. Vernon; general manager,



A 2500-TON AUXILIARY-POWER SCHOONER, THE "WILLARD U. TAYLOR," BEING BUILT BY BRUNSWICK MARINE CONSTRUCTION CORPORATION, BRUNSWICK, GA., LAUNCHED AUGUST 7, 1917.

more plant for building steel ships on mammoth scale and two or three plants for wooden and composite construction will locate in Brunswick within the next 30 days, as there are several splendid sites on deep water and of ample area still available.

Jacksonville Shipyards Crowded With Work and New Companies Being Added.

Jacksonville, Fla., August 4—[Special.]—Jacksonville is now experiencing the greatest activity in shipbuilding that the city has ever known, and with the launching last Monday of the four-masted schooner, Charles H. McDowell, by the G. S. Baxter Ship Co.,

masted schooner Charles H. McDowell Monday. This vessel was built for the Armour Fertilizer Co. Her sister ship, De Witt Brown, will be launched next week. Both vessels are of 3000 tons. The keels for three other ships of similar capacity are laid at the yards of the company, and work is being rushed.

Merrill-Stevens Company has contracts for 16 ships—six composite vessels, four wooden ships of 3000 tons each and six steel vessels of 10,000 tons each. Three of the composite ships are under construction, and the keels for four of the steel craft are being laid.

The Florida Shipbuilding Corporation has completed driving the piles for its ways at its new plant, and will begin the construction of three 1000-ton schooners as soon as the ways are ready.

The Florida Marine Construction Co. is driving

J. L. McGucken. The company has plenty of capital and the ability to build the ships. Completion of the estuary dredging to a depth of 24 feet was announced recently, and there will be plenty of water. The Seaboard Air Line Railroad is near, and the plant and the proposed city line runs alongside, so that it will be possible to gain access to all roads.

R. M. Williams of New York is president of the Williams Shipbuilding Corporation, which is seeking contracts for four ships to be built here, and which local people believe they will secure. Their plant is to be near the Tampa Dock Co. plant on the estuary, and co-operation is allowed for in the layout plans of the Tampa Dock Co.

Mr. Williams has plans for building great quantities of "knock-down" houses for use in France during the reconstruction period after the war, and perhaps for housing men during the war. Little has been given out about these plans yet, but he is known to have taken options for lumber, mills and various supplies, and this may develop into a large export business from this port.

Frank Stuart of Boston is president of the Stuart Shipbuilding Corporation. His yards are to be on Seddons Island, near the Tampa Northern Channel and on property belonging to the Seaboard, with which the concern is said to be somewhat closely affiliated. It is understood locally that the plans of both contemplate the beginning of actual work soon.

United States Steel Corporation's Proposed Plant at Mobile Leading Shipbuilding Announcement of Week—Shipbuilding Industry Already Well Established.

Mobile, Ala., August 3.—[Special.]—The United States Steel Corporation, through its subsidiary company, the Tennessee Coal, Iron & Railroad Co., it was officially announced, will construct a great shipbuilding plant here. Announcement was made by George Gordon Crawford, president of the Tennessee Coal, Iron & Railroad Co. President Crawford's telegram was as follows:

"The Tennessee Land Co., a subsidiary of the Tennessee Coal, Iron & Railroad Co., has purchased several ownerships of land near Mobile, consolidated in an area fronting on Mobile River and Chickasabogue, suitable for a site for a shipbuilding plant."

The telegram was confirmation of several previous stories published in the MANUFACTURERS RECORD that options on large tracts of land having a frontage on Mobile River and lying between Chickasabogue and Bayou Sara were being taken by J. F. Coleman of the Coleman Engineering Co., New Orleans, La. It also confirms a statement by the MANUFACTURERS RECORD that the United States Steel Corporation would probably build a large shipbuilding plant somewhere in the South.

The Tennessee Land Co., a newly-formed organization and subsidiary of the Tennessee Coal, Iron & Railroad Co., is the purchaser of the shipbuilding site. On August 2 Engineer Coleman bought 3000 acres of land for the Tennessee Land Co. from Augustine Meaher, Harry Hall Clarke and the James McPhillips estate. Mr. Coleman in addition has taken options on 8000 more acres adjoining the 3000-acre site. The location, according to numerous authorities, is the best for an industry of the kind to be established by the Tennessee Land Co. to be found on the Atlantic or Gulf coasts.

What the size of the shipbuilding plant will be and when work will begin is not known. It is understood, however, that a yard the exact size of the one the Steel Corporation has announced at Hackensack, N. J., will be duplicated here. The Hackensack yard calls for 12 marine ways, making it possible to build that many ships at the same time. The Hackensack plant will cost \$6,000,000, employing 5000 skilled mechanics.

It is understood the Tennessee company will build an industrial city near the shipyard—a model city along the lines of Gary, Ind., and Fairfield, Ala.

President Crawford has been long a patient student of the shipbuilding business. In addition to being president of the Steel Corporation's subsidiary, he is also a member of the Alabama Harbor Commission. Some time ago he was quoted as saying that Mobile is the best suited place in the South for a large shipbuilding plant. It is believed that he accepted the

position on the State Harbor Board with this project in view.

A few weeks ago the finance committee of the United States Steel Corporation visited Birmingham. While there Judge E. H. Gary, chairman of the board, said the committee had appropriated \$11,000,000 for the extension and betterments of the plants of the Tennessee Coal, Iron & Railroad Co. President Crawford was vested with authority to spend this money for the purpose indicated, and later announced his plans. One of his plans calls for a giant mill at Fairfield to make steel ship plates. These plates will be sent to Mobile to be used in the steel ships constructed in the shipyards to be built here.

The Tennessee company some time ago purchased a big tract of land at the head of navigation on the Warrior. It is said that 7000 acres were obtained for the purpose of erecting docks and warehouses. The company has a rail line connecting its plants in the Birmingham district with the Warrior, and it is reported that the docks at the head of navigation on the Warrior will be fitted up with electric cranes and other modern loading and handling equipment. It is expected that a fleet of barges will be in operation through the Warrior to this city by the time the shipyard is ready to receive the plates for the steel ships.

Decision by the Steel Corporation to construct shipyards here is the biggest thing that ever came to Mobile. It is recognition from one of the greatest industrial concerns in the world that Mobile has advantages possessed by no other port in the country.

Over \$12,000,000 in contracts for shipbuilding work is either contracted for or being done on various industries at this port.

It is known that other Government shipbuilding orders will be or have already been given to a Mobile concern, but the company positively refused to give any confirmation of the report or tell just what it will amount to. That company is the Alabama Drydocks & Shipbuilding Co. President D. R. Dunlap, speaking to a representative of the MANUFACTURERS RECORD, said that he was honor bound by the Government not to give any information about that class of work, and that he would keep his word, despite the fact he noticed some concerns gave out that kind of information. The Alabama Drydocks & Shipbuilding Co. is a \$500,000 corporation, organized January 1 this year. The company took over and consolidated the plants of the Alabama Iron Works, the Ollinger & Bruce Drydocks Co., the Gulf City Boiler Works and the Gulf Drydocks Co.

The Kelly-Atkinson Construction Co. has Federal contracts to build 18 cargo vessels of steel and wood. The total tonnage of these vessels will be 63,000, the contracts calling for \$10,000,000. Work of clearing up for building of six marine ways to accommodate construction of that many vessels at the same time has already begun at the Hieronymus dock site in Mobile.

The Murnan Shipbuilding Corporation announced last week that it had contracts to build four of the same class vessels, total tonnage about 14,000. This work will total \$1,700,000.

The Lucia, an interned Austrian steel steamer, is about ready for sea. She has a net tonnage capacity of 6500, and was repaired here after her crew did everything they could to destroy the ship, following declaration of war between the United States and Germany. At that time the Lucia was at Pensacola. Repair work cost is not known.

The Alabama Drydocks & Shipbuilding Co. has practically completed repairs for building of three vessels of good tonnage. The company is ready to turn out a 500-ton schooner. The company owns this vessel. An oil tanker, capacity 2200 tons, the San Cristobal, is practically complete. This vessel was destroyed by fire off the Mexican coast. She was sent to the Alabama Drydocks & Shipbuilding Co. and rebuilt at a cost of \$285,000.

The old Mississippi railroad ferryboat, B. L. Winchell, which transported Southern Pacific trains across that river at New Orleans, was sawed in two there and converted into two oil tankers, gross tonnage 1434. One half of the Winchell was made into a tanker at New Orleans; the other half was sent to the Alabama company at Mobile. The local company has about finished this work, costing \$129,000. The Winchell has been renamed the Susquehanna. The New Orleans tanker will be the Junitta.

Speaking of the San Cristobal, President D. R. Dunlap of the Alabama company said: "This, I think, is the biggest job ever done at a Southern port on a raising dock." The San Cristobal was formerly an English oil tanker of the Anglo-Mexican Petroleum Company.

The Henderson Iron Works, now the Henderson Shipbuilding Co., has two submarine chasers, costing \$44,000 each, almost completed. This work is being done for the Barrett Shipbuilding Co. Work has progressed considerably on construction of two other chasers at that plant. President Frank Henderson has applied to the Government for more contracts. He expects to get at least two cargo vessels in the near future from the Shipping Board.

At Pascagoula Port, 34 Vessels Under Contract, Representing Cost of \$12,500,000.

Pascagoula, Miss., August 2.—[Special.]—Summed up, the following are the contracts for construction of vessels at the Port of Pascagoula (Pascagoula and Moss Point):

At Pascagoula—Piaggio, twelve 3000-ton vessels; Dierks Blodgett Company, six 3000-ton vessels.

At Moss Point—Dantzler, six 3000-ton vessels; Hodge, four 3000-ton vessels; De Angelo, six 500-ton vessels.

A total of 34 vessels, aggregating an approximate cost of \$12,500,000.

Henry Piaggio, who recently purchased 829 feet frontage on the Pascagoula River at Pascagoula, south of the railroad bridge, and upon which he was preparing to lay the keels for five 3000-ton sailing vessels similar to those being constructed by him at Orange, Tex., yesterday purchased 700 feet additional river frontage adjoining his original yard on the south, and will at once break ground on his new purchase preparatory to laying keels for seven more vessels of the same type, making a total of 12 vessels, all of which will be constructed as fast as machinery and men can complete them.

Mr. Piaggio is building these vessels on his own account, so far as known, and it is understood that he will build not less than 100 vessels as fast as the feat can be accomplished, the majority of them to be constructed at this place, because of superior facilities here, the magnitude of his yard being 1500 feet front by 1800 deep. Pipe and machinery for boring a four-inch artesian well on the yard was placed on the ground today.

The first keel of the Piaggio fleet will be laid next week, and the 11 others as fast as the piling can be driven for the several ways.

The Dierks Blodgett Shipbuilding Co. is making similar progress with its yard, which is located north of the railroad bridge in Pascagoula, with an 800-foot frontage and a depth of 1200 feet. The company has in a remarkably short space of time graded the yard and driven the piles for two sets of ways, and the Government dredge Pascagoula is dredging a slip 125 feet wide by 100 feet in length along the north side of the yard, with a depth of 16 feet.

Machine shop, blacksmith shop, offices and other buildings are nearing completion, and it is expected that two keels will be laid during the next 10 days. It is understood that this company will shortly build a drydock, and upon completion of its present Government contract for six wood vessels of 3000 tons it will begin construction of steel vessels. The rail, plates and ties for switch are already on the ground, and the Louisville & Nashville Railroad will build a spur into its yard at once.

These two yards (Piaggio and Dierks Blodgett) will employ at least 2000 men when keels are laid.

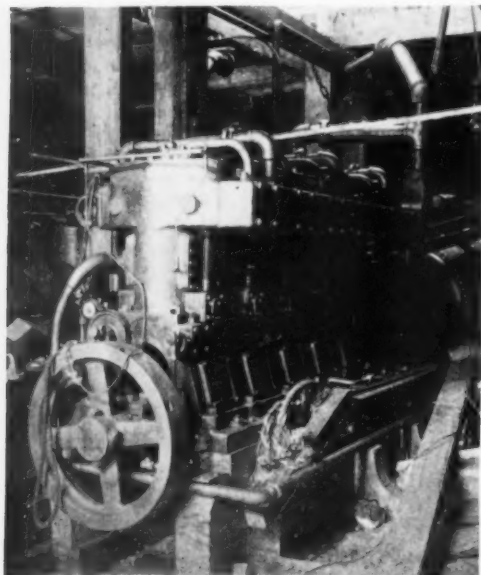
Mike Fletcher's yard will launch a 500-ton vessel during the month for local owners, which will go into the Gulf trade at once. This is said by experts to be the best-built schooner launched from a Southern yard.

At the Frentz shipyard two three-masted schooners are being repaired and painted, and other vessels are waiting for place.

The Poitevin Bros. yards are busy with motorboat and barge construction, as is the Krebs yard, at both of which two large lumber barges are being constructed under time limits.

The river front is presenting a scene of activity never before witnessed here.

At Moss Point the Dantzer Shipbuilding Co. is putting its big yard in shape at a lightning pace, and will soon be prepared to lay keels for several of its six Government vessels for which it has contracted. Machine shops and other buildings have been completed, and actual construction will begin shortly. The Dantzer company, composed of local people, besides being engaged in shipbuilding, is furnishing many million



ONE OF THE TWIN SEMI-DIESEL OIL-BURNING ENGINES OF 500 HORSE-POWER INSTALLED IN SCHOONER "RASSAPEAGE," BUILT BY BRUNSWICK MARINE CONSTRUCTION CORPORATION, BRUNSWICK, GA.

feet of lumber to the Government for shipbuilding and other purposes.

Officers of the Hodge Shipbuilding Co. arrived here July 27 with contracts for four Government vessels, and immediately started construction of its ways on the Beardslee Lake, and expect to be ready to lay keels inside of 60 days.

The De Angelo yards have just closed contracts with local parties for six 500-ton schooners, and will start construction at once. De Angelo has been operating a yard here for many years, and is a well-known shipbuilder in this territory.

Other companies contemplating contracts with the Government are inquiring for sites at Pascagoula, and two other companies are expected to locate here in a short while.

The Rivers and Harbors bill pending in Congress (now in conference) covers \$113,000 appropriation for Pascagoula River and Harbor to complete the 22-foot channel from the mills to the Gulf.

Work in Louisiana on Ships of Both Wood and Steel—Six Wooden Ships Under Contract for Government.

New Orleans, La., August 4.—[Special.]—The wooden shipbuilding program is well under way in this part of the South. While New Orleans proper is not building any ships, steel or wooden, there are three firms turning out deep-sea craft within striking distance of the Crescent City. One is operating under Government contracts, building wooden vessels, steam-propelled; another, a private concern building wooden steamships, but whose product is to be turned over to the Government, and the third is building steel tankers for the oil trade.

Morgan City and Lake Charles, in Louisiana, are preparing for Government work with wooden vessels; at Orange, Tex., the activities are all on the Louisiana side of the Sabine River.

At Violet, a few miles below New Orleans, in a canal just off the Mississippi River, the Alabama & New Orleans Transportation Co. is building four steel tankers of the Isherwood type for the Petroleum Transportation Co. (Mexican Petroleum Corporation). These vessels are the first of their kind to be built in the South. They are 257 feet in length, 36½ feet beam by 19½ feet. They will be used exclusively in the oil trade be-

tween New Orleans and Tampico, and will have a cargo capacity of 2500 gross tons of crude oil. The power plant will consist of 750 horse-power twin screws, driven by motors that will get their power from a turbo-generator and two 325 horse-power boilers that will burn crude oil for fuel. These tankers will have nine knots an hour loaded speed, and great results are expected by those having the work in charge. The builders announced that their rating is Star 100 A-1 British Lloyds.

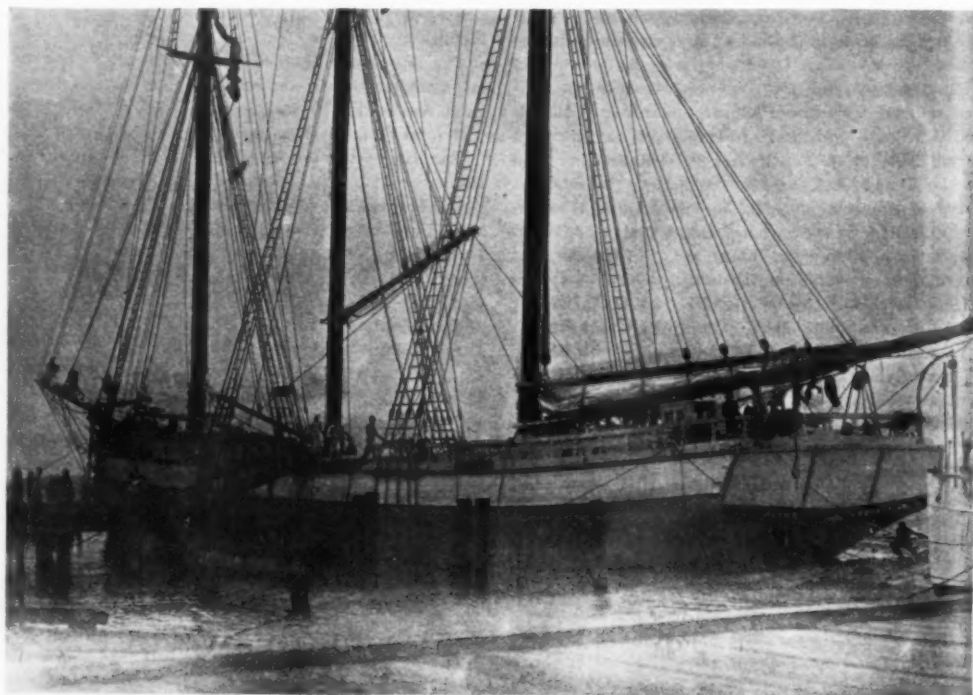
Two of the vessels are now on the ways and fast nearing completion. The Alabama & New Orleans Transportation Co. states today that it expected to launch the first early in September, the second later in that month. They look for the third to leave the ways the latter part of December and the fourth and last to be launched late in January.

In addition to the tankers for deep-sea purposes, the Alabama & New Orleans Transportation Co. is completing two steel self-propelled barges for John H. Bernhard's Inland Navigation Co. These barges are for operation on the Mississippi River between New Orleans and St. Louis. They are 220 feet long, 32-foot beam, with a depth of 8½ feet. They will have a capacity of 800 tons, and are propelled with three 100 horse-power engines, having cruised oil for fuel. These barges will be ready for delivery in a short time, it was announced.

At Madisonville, across Lake Pontchartrain from New Orleans, is located the shipbuilding yards of the Jahneke Navigation Co., which has Government contracts for six wooden ships under the direction of the United States Shipping Board Emergency Fleet Corporation. These vessels will follow the Government plans and specifications in every respect, and actual work on them will begin immediately.

At Slidell, La., another "across-the-lake" shipyard, the Slidell Shipbuilding Co., an interest of the Salmen Brick & Lumber Co., has completed two wooden steamships and has two more of the same design and a small passenger steamer on the ways awaiting completion. The first vessels to be launched from these yards were not on Government contracts, but were afterwards offered for Government service. The first, the Baltic No. 1, rechristened the Flush, took a cargo from Gulfport, Miss., to New York city. The sister ship, the Baltic No. 2, rechristened the Flirt, is at the present time in the Mississippi River opposite New Orleans.

Baltic 3 and 4, now on the ways, are being worked on, but their launching date has not been set. The date for launching a passenger steamer, the Maple, being built by this company is indefinite. The passenger steamer is a matter of interest to lumbermen throughout the South, as she will be the first of her kind to be constructed from Louisiana yellow pine. It is being built for C. L. Dimon of New York.



SCHOONER "GLYNN" LOADING 5000 BARRELS OF BRUNSWICK-MADE ROSIN FOR THE WAR ZONE WITHIN FEW FEET OF WAYS FROM WHICH SHE WAS LAUNCHED. THIS SHIP HAS NOW SAFELY DELIVERED HER CARGO IN ITALY.

Orange, Pioneer in Building of Yellow Pine Ships, Has Two and a Half Years' Contracts Now.

[Special Dispatch to Manufacturers Record.]

Orange, Tex., August 6.

The number of ships under actual construction in Orange yards is 21, with a total of 75,100 tons dead weight. We have under contract 35 additional ships, with 139,500 dead-weight tonnage. The cost of vessels now under construction is \$7,510,000. Cost of ships under contract, \$13,915,000. The amount invested in yards in Orange at the present time is \$750,000.

Following is a list of shipbuilding companies operating here: International Shipbuilding Co.; National Shipbuilding Co.; Southern Drydock & Shipbuilding Co.; Orange Maritime Corporation; Weaver & Sons and Sabine-Neches Shipbuilding and Navigation Corporation. One ship from the International yards has already arrived at a port in Europe, and another ship of 2000 tons leaves soon on her maiden voyage. Four thousand men are employed on the yards here, with a payroll of \$60,000 per week. All shipbuilding concerns here have contracts up to the limit of their ability. Contracts now on books will take two and a half to three years to complete.

Henry Piaggio of Gulfport, Miss., operating here now in the name of the International Shipbuilding Co., was the pioneer in the South in the building of yellow pine ships, and, as stated, the first ship so constructed reached her European destination last month. The big Miller-Link and Litcher-Moore mills here are running capacity in furnishing ship timber and other ship material for ships now under construction.

We still have several miles of waterfront available for shipbuilding sites, and there are 118 sawmills located within 100 miles of Orange. The supply of timber will last many years with mills cutting capacity.

ORANGE BOARD OF TRADE.

More Than Twenty Ships at Beaumont Under Construction and Contracted For, With Additional Great Plant Being Built.

[Special Dispatch to Manufacturers Record.]

Beaumont, Tex., August 4.

Three ships for the United States Government under construction are nearing completion, and 18 other contracts have been let and work has started to prepare for the building of these vessels at all possible speed.

Howland & Nelson have half completed a vessel 280 feet long with a capacity of 3000 tons.

Henry Piaggio has two vessels half completed, 260

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and 280 feet long, with a tonnage of 3000 and 3200.

The A. H. Tarver Shipbuilding Corporation has started a vessel 200 feet long, 1800 tons.

The Lone Star Shipbuilding Co. has a contract for eight vessels of 3500 tons, 290 feet in length.

Mc. Bride & Law have a contract for four vessels of the same capacity.

J. M. McCamon has a contract for two vessels of this size.

The Todd Shipbuilding Co. has a contract for a number of standard yawls, and a site is being sought for the construction of the vessels.

The Lone Star Company plans to build four vessels at a time, and will employ more than 1000 men.

The Lone Star Company must begin construction of the first ship on September 1 or before that time, and four of the vessels will have to be completed by April 1, 1918. Similar provisions are in the other contracts.

No difficulty has been experienced in finding laborers, skilled and unskilled, and there has been no intimation of labor trouble.

The Longbell Lumber Co. plans the construction of two 3000-ton vessels at Port Arthur, 20 miles below Beaumont. A site has already been secured. At Orange Henry Piaggio is building 13 vessels.

The Beaumont Shipbuilding & Drydock Co. has a large force of workmen clearing a site for the construction of 16 wooden ships. The company owns an island of 66 acres in the Neches River, and plans one of the largest shipbuilding enterprises along the Gulf Coast. John H. Kirby of Houston is at the head of the company, which has almost unlimited financial backing.

Some of the shipbuilding companies are planning to furnish houses to their employes on easy-payment plans or for rental, and citizens and corporations of Beaumont have pledged themselves to erect comfortable quarters for all the laborers who come here.

The Wilson Hardware Co. of this city has contracted to supply a Houston shipbuilding concern with half a million dollars' worth of hardware.

Most of the supplies for the ships are obtained in this immediate section, saving much to the contractors in the matter of freight rates. Beaumont is in the heart of the timber district of East Texas and West Louisiana.

Thirty Hulls and Ships Under Construction on Houston Ship Channel.

[Special Dispatch to Manufacturers Record.]

Houston, Tex., August 6.

There is now work going on for the construction of 18 hulls of 3000 tons each and 12 ships of 3000 tons each, these to be of wooden construction. The ways are on the Houston ship channel, within a radius of six to ten miles of the city proper. This channel has a minimum depth of 26 feet. Three other concerns have optional sites with channel frontage whose representatives are in Washington now, each trying to secure contracts for 12 ships or hulls, as the case might be. The 18 hulls under construction are for the Government, but the 12 ships under construction are on private account. However, they no doubt will be commandeered by the Government.

There is a construction company within eight miles of the city building 12 sea-going barges of wooden construction. These barges will average about \$46,000 each completed. These are for private use. According to press censorship, I am withholding exact location of shipyards as well as names of concerns constructing.

J. C. DIONNE.

Galveston Planning to Inaugurate Shipbuilding.

[Special Dispatch to Manufacturers Record.]

Galveston, Tex., August 4.

The present outlook in the local shipbuilding industry is limited to the rehabilitation of three hulls by the Seaboard Transportation & Shipping Co., an unincorporated concern, of which T. J. Anderson, a local marine engineer and supervisor for Lloyds, is the chief figure. This company's immediate plans contemplate the creation of one 1500-ton oil-carrying barge, one 3000-ton deadweight steamer and one ocean-going tug.

These vessels will be constructed out of three hulls which have been acquired. One of the hulls, formerly the British bark Chagres, is in tow between here and Panama, and is due to arrive shortly. It will be converted into a barge capable of carrying from 10,000 to 15,000 barrels of oil. The other hulls will arrive in the fall. One is of the former British iron steamer El Mora and the other a former Nicaraguan steamer—the Youla.

The company has a 50-year lease on a 54-acre site on Pelican Spit, located just across the channel and about half a mile from the Galveston harbor front. It expects to incorporate for \$400,000.

The Galveston Drydock & Construction Co., which possesses a marine railway capable of handling vessels up to 1500 tons, and a machine-shop on Pelican Spit, is negotiating for Government shipbuilding contracts.

Shipbuilding News of the Week.

A 25-acre site has been secured for the shipyards which the Midland Bridge Co. of Kansas City, Mo., has announced it will build at Houston. The property includes a 1000-foot water frontage on the ship channel, and the immediate construction for shipyards will include ways for building six ships at one time.

D. V. Dierks, J. B. Kirkpatrick and O. D. McCollum of Kansas City, Mo., have incorporated the Dierks-Blodgett Shipbuilding Co., with a capitalization of \$150,000. This corporation will undertake the enterprise of the Dierks-Blodgett Company, lately mentioned as to build shipyards on the Pascagoula River at Pascagoula, Miss. It has a site, and its improvements will include the construction of machine shops and modeling-room and the dredging of a 1000x125x16-foot channel.

Capitalists interested in the Huie-Hodge Lumber Co., Hodge, La., have incorporated the Hodge Ship Co. to construct the shipbuilding plant recently mentioned as to be established at Moss Point, Miss., by their company. The new organization's officers are: O. E. Hodge, president; J. S. Hunt, vice-president; J. D. Barksdale, secretary. A 40-acre site on East Pascagoula River will be utilized for the plant, and the machinery will include an oil engine with electric drive, all the equipment having been purchased. Several frame-construction buildings will be erected.

The North Carolina Shipbuilding Co., Morehead City, N. C., has been incorporated by George Canfield and H. H. Tolson of Morehead City and Charles L. Abernathy of Newbern, N. C. G. D. Canfield is president and manager. This company will build shipyards, and plans to erect mill construction buildings, details for which have not been determined. Its initial installation of machinery will include woodworking, air compressing and pneumatic tool equipment.

Contract has been awarded by the Bethlehem Steel Co., South Bethlehem, Pa., for constructing the building for its copper shop (recently detailed) for its shipbuilding department at Sparrows Point, Md. This building will be of fireproof construction, 121½ feet long by 61 feet wide, and two stories high. The general contractor is the Singer-Pentz Company of Baltimore, and the construction engineer is Geo. H. Johnstone of Sparrows Point.

Shipyard additions are planned by the Riter-Conley Company of Pittsburgh for its plant at Fairfield, Md. They are to include the construction of bulkhead, piers and launching ways.

Organization has been effected by the Bagdad Shipbuilding Co., chartered with a capitalization of \$50,000, main office at Pensacola and branch office at Milton, Fla. Officers have been elected as follows: J. A. Merritt, president; R. H. Turner, secretary; E. R. Malone, treasurer; each of Pensacola, Fla.; F. W. Stevenson, vice-president, Bagdad, Fla. This company was mentioned recently as to establish shipyards.

Shipyards will be established at Wilmington, N. C., by George W. McKown of Philadelphia and J. F. Cushman of New Jersey. They will build wooden vessels, and have purchased a plant site.

The Gaylord Investment Co., Norfolk, Va., has been chartered with a capitalization of \$50,000, and the following officers: J. D. Carey, president; G. W. Fenga, vice-president; E. W. Sweeney, secretary. These, with J. C. Darst and W. A. Cox, are the directors. This is a preliminary corporation which, it is

understood, will be succeeded by another to build a plant for constructing ships.

Frank Henderson and associates of Mobile, Ala., have organized the Henderson Shipbuilding Co. with a capitalization of \$250,000 to build ships, especially submarine chasers. The company has shipyards on Pinto Island, where it is now building four 110-foot submarine chasers for the Barrett Shipbuilding Co., which has a Government contract. Officers of the new company have been elected as follows: Frank Henderson, president; W. T. Henderson, vice-president and treasurer; W. L. Whiting, secretary.

Plans have been decided for the construction of shipyards at Moss Point, Miss., by John De Angelo and associates. Sailing vessels will be built, and the lumber will be supplied by a Chicora (Miss.) lumber mill in which A. N. McInnis is interested. Contracts have been obtained for six 500-ton vessels, each 130 feet long, with 34-foot beam and 16-foot depth, each carrying 450,000 feet of lumber. Mr. De Angelo's associates are A. N. McInnis, W. H. McInnis and Jesse W. Thompson of Moss Point and W. B. Patterson of Mobile, Ala.

REORGANIZED SHIPPING BOARD WANTS TO GET SHIPS.

Less Debate and More Construction to Be the Order of the Day—Co-operating With Southern Pine Lumbermen—Contracts for Wooden Ships Now Total 166.

Washington, D. C., August 6.—[Special.]—The history of developments in the Shipping Board and Emergency Fleet Corporation "under new management" has to a very large extent been in line with the general ideas which all along have received the support of the MANUFACTURERS RECORD, and which are designed to get down to a basis of construction that will result in the building of both wooden and steel ships to the highest possible limit afforded by existing facilities in either field of construction.

Chairman Hurley, the new head of the Shipping Board, promptly took up his announced policy to build ships rather than talk about them by calling together the lumber representatives of the country in order to ascertain the extent to which lumber is available for the production of merchant ships. Admiral Capps is in hearty accord with Chairman Hurley in taking up this phase of the situation. In fact, it was at his request as manager of the Emergency Fleet Corporation that the conference was arranged.

By far the greater part of the lumber representatives present were from the South. These spoke in turn of the amount of business that could be done by their respective companies. The type of lumber that can be turned out by the various mills was an important item of discussion.

At the opening of the conference Admiral Capps announced that it had been called purely for the purpose of procuring information, and did not thereby commit the Government or the Shipping Board to a wooden shipbuilding policy. Later statements indicated this was merely to be taken as indicating that a proper steel shipbuilding program was also to be adopted. The Government's shipbuilding program, as it will be carried out by the reorganized Shipping Board, provides for as many wooden ships as the country can build, the war demands requiring the construction of every vessel of both classes—wood and steel—that American yards can turn out. Admiral Capps left no doubt in the minds of the lumbermen on this point.

Prominent in the conference were the officers of the Southern Pine Association, which promised at the time 100-ship units at a price of \$35 a thousand—that fixed by the Lumber Committee of the Council of National Defense. This offer was promptly made, despite the fact that many producers were then getting \$10 a ton more than that on outside orders.

Scarcely had this important conference been brought to a close than the plans of the Shipping Board to commandeer all American tonnage were made public. This program, since put into effect, takes over approximately 700 vessels of more than 1,500,000 tons, work on the construction of which will be appreciably hastened in the process. There is scarcely any doubt that the definite establishment of a priority system through which the priority will be allowed Government

contracts will be adopted. Only thus can the fullest co-operation between the steel and lumber interests and the Government be accomplished in the shipbuilding work.

In its commandeering plans the Government will commandeer charters, letting the ship be operated wherever advisable by its owner under a Government charter, thus avoiding a vast expenditure for the hulls and at the same time enabling the Government to direct operations and specify the services in which these ships shall ply. The whole system of control will be converged on war problems. The British and American governments have about reached an agreement for a joint control of the world's tonnage, and the Shipping Board's move toward commandeering is recognized as a preliminary step to that end. Under the plan contemplated the United States would operate most of the neutral tonnage, while Great Britain would have the allied ships under its control.

As regards General Goethals' plan for constructing two great Government-owned shipyards for building fabricated steel ships, the Shipping Board has not yet announced its final determination. At last reports the plan had been slated for consideration later.

It has been understood that Admiral Capps is opposed to the form of contracts proposed by General Goethals for this work, and that the whole scheme may be abandoned. In that event the fabricated ships would be built in private yards for Government account.

Concessions in schedule which will materially hasten the output of lumber from the mills for wooden-ship construction have been arranged by Mr. Ferris, designer of the accepted wooden-ship model. These concessions permit of a reduction in dressed lumber for each ship amounting to 500,000 feet.

The total number of contracts for wooden ships placed with shipyards in the South was given as 166 by the Shipping Board today.

The action of the Southern lumbermen at the recent meeting with the Shipping Board insures the providing of lumber for the construction of 100 of these ships. Contracts are now pending between the shipbuilders and the Government for the building of 84 additional wooden ships. Efforts are now in progress to get the lumber for the 66 wooden ships of the contracts already placed by the Government but not yet covered in the lumber contracts thus far made. This will mean that lumber contracts are still to be placed for 150 wooden ships, in order to cover the wooden-ship contracts that have been completed and those that are now pending.

DEEP-WATER HARBOR AT MOUTH OF THE BRAZOS.

Provision in Bill Recently Passed by Congress Assures Freeport of 25 Feet of Water.

Freeport, Tex., August 5.—[Special.]—Enthusiastic gratification is being manifested by local commercial and shipping interests since the House Rivers and Harbors bill has been passed by the Senate and by the conference committee, leaving only the President's signature to the bill to make it into law. Complete recognition was obtained for Freeport Harbor, and the title of the Mouth-of-the-Brazos project was changed to Freeport Harbor, and an appropriation of \$216,000 was allotted this project—\$150,000 for new work and \$66,000 for maintenance, which, with present available funds on hand for port improvements here, gives Freeport a total of \$375,000 to be expended upon jetty and channel work here during the forthcoming fiscal year. This amount will substantially repair the Brazos River jetty system, and will increase the channel depth to 25 feet from the Brazos bar to the present docks at Freeport.

The growth of Freeport Harbor for the past two years has been steady. During the fiscal year ending June 30, 1916, 116 foreign and domestic vessels entered and cleared to and from the port, value of imports being \$375,323, and exports \$744,632. During the fiscal year ending June 30, 1917, 191 of the same class of vessels entered and cleared, value of imports being \$1,782,100 and exports \$3,035,859.

The deepening of this harbor will give to the Southwest another important gateway to the Gulf of Mexico, and one that has the advantage of being absolutely free from dockage and wharfage charges.

FREEPORT COMMERCE LEAGUE.

Geo. B. Morris, President.

BOOM IN THE IRVINE OIL FIELD.

New Field Produces More Than Half of Kentucky's Entire Output.

The Irvine oil field, in Kentucky, has developed from nothing three years ago into the richest oil territory in the State, and a dead-and-alive town of 300 people has expanded into a city of 6000 inhabitants, according to the United States Geological Survey Press Bulletin.

Three years ago there was a sleepy little village on the bank of Kentucky River near the place where it rushes forth from the mountains of Eastern Kentucky and becomes a quiet, navigable stream in the great, peaceful blue-grass region. A railroad with one local passenger train a day each way meandered from the lowlands on the west up along the bank of the river through the village to some other settlements upstream, 30 or 40 miles away by water or railroad or half the distance as the crow flies. Rugged mountaineers brought small loads of country produce over long and winding trails to the village and traded it for what they could get, but they didn't get much, for the rocky mountain sides do not produce much. The lands near the village could be bought for \$2 or \$3 an acre.

The mountains here are composed of layers of rock, 100, 200 or 300 feet thick, and the region is like a great layer cake that has been cut into at a dozen places, the cuts being valleys, in the bottoms of which rush the tumultuous tributaries of the Kentucky. Nature had nearly everywhere draped the cuts and scars with bushes and trees, but one layer of hard limestone near the mountain tops persisted in breaking down in huge blocks, leaving an almost continuous line of cliffs that winds intricately around the mountain sides. Wealth was too scant in this region to be wasted on surveyors and on the recording of deeds, so the cliff was used as a property line, in a sort of gentlemen's agreement, and few landowners knew their acreage.

Now, after three years, a profound change has affected the people of the region and their activities. The little-used mountain trails are widened and deeply worn into rocky roads, over which six-mule teams struggle to pull or hold back small loads of steel pipe and machinery. The mountain stillness is broken by the staccato "pup, pup, pup" of scores of gas engines, most of them hidden from view in the shrubbery. The poverty-stricken mountaineers, who cared little for titles, precise acreage, position of boundary lines or court proceedings, are now hiring lawyers and surveyors to solve intricate questions of ownership. Some are now wealthy and are growing wealthier through their title—or rather their eighth—of the oil found on their farms; some are hopeful of the results of tests about to be made, and some are surly because they sold at too low a figure or feel that they have been cheated by unjust laws or lawyers. A recent court decision dispossessed a family that had been living for 20 years in undisputed possession of a farm, found to be rich in oil, because the person who sold it to them did not have full title and power to sell.

Some farms that were worth a few hundred or a thousand dollars three years ago would now bring a million or more. The village, which is now the city of Irvine, has an estimated population of 6000. The railroad and the few wagon roads have been greatly improved. The picturesque moonshiner has gone and, curiously, although the spirit of the place is much like that of a mushroom mining camp, the puritanic stringency that prevails is so strict that even a newspaper cannot be bought on Sunday.

The Irvine oil field is in several respects unique. It is by far the richest yet developed in Kentucky. In fact, its output in 1917 will be more than twice as great as that of the dozens of other oil fields in the State, some of them long productive, and if nothing unforeseen happens it will, according to the United States Geological Survey, produce much more in 1918. The field is in a region where oil showings have long been known and oil has long been sought, and yet somehow this great pool 10 miles long and 2 miles wide was missed.

The oil industry in the United States is said to have begun in 1858, in Northwestern Pennsylvania, but oil and gas were known in Eastern Kentucky 30 years earlier. Some oil had been found southeast of Irvine 20 years ago, and pools have been developed in the surrounding region, but the great pool northeast of Irvine long lay undiscovered and unsuspected, though the United States Geological Survey in 1911 had reported that oil would probably be found at this particular place.

Most of the oil produced in the United States comes

from beds or "sands" that lie 1000, 2000 or 3000 feet below the surface and many miles from an outcrop of the bed at the surface. The west side of the Irvine field is within a mile of outcrops of the oil-bearing bed, which may be seen at several places in and around Irvine. Some of the wells are less than 100 feet deep, and yet furnish good yields, even the oldest showing a relatively low rate of decline. In most of the oil fields of the Eastern United States the beds of rock are very gently warped, but not broken, but a long, narrow section of the earth's crust along the north side of the Irvine field has been dropped down 100 to 200 feet.

The history of the field and its geology, including the nature and the lay of the rocks, the character of the oil and its occurrence in the earth, and many other features of the field are described in a 50-page report containing numerous maps, diagrams and half-tone plates, just issued by the Geological Survey, Department of the Interior, as Bulletin 661-D. This report may be had on application to the Director of the Survey.

Plans for Advantageously Marketing Mississippi's Great Food Crops.

Jackson, Miss., August 4.—[Special.]—Problems of marketing Mississippi's unprecedented food crops to the advantage of the farmer were tackled at a conference of field agents of the Extension Department, United States Department of Agriculture, this week.

C. A. Cobb, in charge of Boys' Corn Club work in the State, declared that corn should bring \$1.50 a bushel. At \$1.50 the corn crop this year would be worth \$100,000,000, or within \$50,000,000 of the estimated value of the cotton crop.

Mills for manufacturing mixed feeds from the huge crops of velvet and soy beans are ready in many towns for the harvest. Bankers have agreed to finance the erection of such plants in other towns, and cotton-oil mills in practically every city in the State are ready to handle peanuts and soy beans. Both are big crops this year, and will furnish tremendous quantities of food for human consumption.

The conference decided to take up with merchants and bankers the building of storage warehouses, where the food crops may be safely housed, and the acceptance by the banks of warehouse receipts for food crops as negotiable paper. If this is done, the largest marketing problem will be out of the way, and there is every indication that the bankers will meet the farmers halfway.

Shipments of hogs, cattle and sheep this fall will set new marks in numbers and quality. The marketing problem here has been solved by co-operative shipments, and no trouble is expected in producing the highest prices for Mississippi livestock. Carloads of chickens, for the first time in the history of the State, have been shipped this summer, and this business will continue.

Along with the effort to handle the big crops successfully, the farm experts are insisting that Mississippi keep enough of the foodstuffs at home to feed herself and sell nothing but the surplus.

This will be easily done, and there will be a surplus large enough to bring millions of dollars into the State.

Du Pont Enters Dyestuff Field.

In accord with a recent item in the MANUFACTURERS RECORD, outlining plans of the Du Pont Company to engage in the manufacture of dyestuffs, formal announcement is now made by the company of its decision to enter this field. In explaining its reason for this step, the company states that the explosives and coal-tar dyestuffs industries are closely allied, both requiring intermediates which the company makes in a large way.

The company has the advantages of the necessary raw materials—products of this country—making it independent of Europe, a highly efficient chemical and engineering organization of large magnitude, complete plant and laboratory facilities and a thorough commercial organization. The technical laboratories of the company, with a competent staff of experts, will be placed at the disposal of consumers in all branches.

The company announces that prices from the start will be based upon its cost in raw materials and labor.

An extensive plant is being built at Deep Water, N. J., already part of the company's large chemical department, and is expected before many months to be in active operation.

Dark Soul of Germany Revealed in the War

RAEMAEKERS THE CARTOONIST SAYS: "KAISER IS MERELY CHIEF MANIAC OF A NATION GONE MAD—A NATION OF BURGLARS PRACTICING CRUELITIES ON WOMEN AND CHILDREN."

The greatest cartoonist developed by the war is, by universal consent, Louis Raemaekers of Holland. He is regarded by Germany as one of its greatest enemies, and there is a price fixed upon his head, so it is said, because his cartoons against Germany have helped to arouse the world to the horrors of German warfare.

Raemaekers is now in this country, and in an interview with Nicola Greeley-Smith, published in a number of papers, presents a view of the whole German situation and of German horrors which are almost too fearful to read and which yet must be read if our people are to understand why American soldiers are being sent to France to save the women of this country from having to undergo the agonies of the women of France and Belgium.

The story is as follows:

Louis Raemaekers, the great Dutch cartoonist, who carries a price upon his head because of his cartoons against Germany, is here. He came to America, he says, because his nation is now at the center of the war and he wants to do whatever he can to make us realize what the war is in its reality.

"It would be preposterous in me to undertake to guide American opinion," Mr. Raemaekers told me, "or to say what America shall or shall not do. I am here to tell what I have seen, to talk about what I know, to make pictures of these things, so that everyone who can be reached by words or pictures may know that this war is in reality the life or death struggle of freedom of the world.

"Maximilian Harden has honored me by saying that my cartoons have done more to hurt the German cause than all the articles that have been written against Germany, but he complained that I represent the Germans as a nation of burglars. So I did. That is what they are.

"Twenty years ago I realized that this war was coming," Mr. Raemaekers continued in a calm, pleasant, even voice that belongs with his blond hair, his brilliant blue eyes and the vivid fresh pink coloring which one would not notice in the streets of Amsterdam or Brussels, because so many other men have it, but which is startling here.

"How did I realize it so long ago? Because I knew many Germans and read many German books. I knew that the German people believed that they are destined to be the conquerors of the world, and that the lower races—that is what they call the Latins—are made to serve them. Even then they bragged openly that they must have Belgium and Holland and northern France. Today they preach from their pulpits that God is a German that approves of the submarine warfare; that under the Kaiser, Germany will rule the world. It is foolish to blame the Kaiser only," Mr. Raemaekers added. "He is merely the chief maniac in a nation gone mad—a nation of burglars, I repeat to you; a nation which practices systematically sadistic cruelties upon the women and children.

"I say to you now," Mr. Raemaekers added, solemnly, "whatever you may have heard of Germany, of the conduct of German troops in France, in Belgium, in Serbia, you have not heard all, you do not know the worst. I have seen photographs, so many that if they were piled on that table over there they would reach the ceiling, photographs taken in Serbia by a Dutch doctor whom I know, rows on rows of the dead bodies of little children upon whom the most frightful crimes had been committed before they were slashed to death across the body"—Mr. Raemaekers made a quick, sinister gesture with his right hand as though describing a cross with a sword. "I have seen photographs of woman after woman whose breasts had been cut off. I have been in France. I know the terrible stories of the young girls who were deported from Lille—to work in the fields," they said. Why, the German officers took their choice of them.

"Every officer was entitled to take an orderly from among them. That is nothing extraordinary to a German officer. It's what he did with the women of his

own race before war began. Every one of these officers in time of peace took a girl of the people and lived with her when in garrison. If there were consequences, he paid her a small sum. And when he moved to another garrison he took another girl. That was all. The German people do not protest, though their own daughters are taken. Is the man not an officer? What redress would they have?

"Do you know what the position of a German wife is? It is that of the first servant in the house. When there is no one else she cleans her husband's boots. Here and there," Mr. Raemaekers added, with a fine effort at impartiality, "it is possible to find a German who is not a burglar—that is not a burglar as an individual. I am not prejudiced against Germans. My mother is a German woman. But I say that their national dream is one of burglary. They are the only nation which finds its religion in the words 'Woe to the Conquered!'"

"In America we have tried to believe that the German nation as a nation is not responsible for crimes against women and children," I said. "We have remembered that every war has shown instances of depravity in individual men or groups of soldiers. We have hesitated to believe that the German Government or the army, as an army, practice rape and murder of non-combatants."

"Is it possible that you still dream?" Mr. Raemaekers replied. "Was not Bismarck a pretty good German? Did not Bismarck write: 'Nothing should be left to the people of an invaded nation but their eyes to weep with.' The German military orders say that war must not be made upon armies alone, but upon civilians, upon churches, upon art. That everything must be put to the sword to inspire more terror—and shorten the war."

"How long will the war last?" I asked Mr. Raemaekers.

"Russia complicates the answer," he said. "A year ago I thought that it might end within a year. But not today. What do you think?" he asked suddenly.

"I believe it will take several years to beat them," I answered.

"Yes, it will," Mr. Raemaekers replied, slowly. "But it will be done. It must be done. And already the Germans are beginning to talk peace. At the beginning, when they took the French by the throat, when France had no heavy artillery and Frenchmen by thousands were mown down, the Germans thought war a glorious thing. Today, when he is being slaughtered by thousands, he says 'This war has lasted long enough. It is senseless.' The Germans are a very practical people. They know now that their only chance is to finish the business before the United States gets its men and supplies over. Ah, if you had only begun to prepare three years ago!"

France, added Mr. Raemaekers, had made the most magnificent struggle in the history of the human race.

"I understand that the Germans now say they love the French; that they hate only England," I said.

"Yes," replied Mr. Raemaekers, grimly, "they love the French; they loved the Belgians. Doubtless the German soldier in Mons who hung the body of a child from a meat hook in front of a butcher shop as a good joke loved the little one. God keep them from loving my country," he added, fervently. "But Holland is ready for them."

"Holland has helped to prolong the war," I said. "She is one of the neutral nations that have kept Germany alive."

"No one knows it better than I," the great Dutch artist answered. "I have seen the most wholesale smuggling across the frontier. I have seen roads blocked with vans carrying supplies into Germany. I have seen houses facing in Holland, but with back windows looking on Germany, where the owner of the house would stand in the door—or some one, any one, entering, would slip him some money and then go up the stairs and throw supplies out of the window into baskets held by Germans in Germany. I told these

things to our minister of foreign affairs. He said: 'Will you not have the goodness to tell them to the minister of agriculture?' So I saw him. 'Yes,' said the minister of agriculture, 'I have heard the reports you bring, but then I have heard them contradicted.' 'Why not buy a ticket and go to any one of a dozen places I have told you about and see for yourself?' I asked. But I do not think he ever bought that ticket. You see, he was pro-German."

Attention Attracted to Paper-Making Possibilities in Louisiana.

Baton Rouge, La., August 1—[Special.]—The possibilities of Louisiana as a paper manufacturing State have attracted the attention of capitalists who are interested in that industry, and during the present month a party of Eastern financiers will make a tour of the State for the purpose of investigating the source of supply of raw material, with the view to locating paper mills at convenient points.

Experiments have demonstrated that high-grade paper can be made from bagasse, rice straw, cotton stalks, marsh grass, palmetto and wild cane, and the object of the capitalists in visiting the State is to make preliminary arrangements for the location of mills at points where a plentiful supply of raw material can be obtained.

Bagasse, rice straw, cotton stalks, marsh grass, palmetto and wild cane are annual crops, and when a mill is located in a section where this material can be found in abundance, a permanent source of supply is assured.

New York publishers are also investigating the supply of raw material in Louisiana, with the view to establishing one or more mills for the manufacture of news print paper, if conditions warrant. A representative of the New York publishers recently called upon Harry D. Wilson, State Commissioner of Agriculture, for an estimate of the supply of raw material in the State. Mr. Wilson gave a rough estimate to the effect that there is enough available material in sight to keep 20 large paper mills in operation. This supply of material can be increased.

Plaquemine and Alexandria, La., are making efforts to induce capitalists to locate paper mills at those places.

Meat Killing and Packing at Newbern.

Arrangements are progressing for the Eastern Carolina Packing Co., Newbern, N. C., capitalized at \$100,000, with \$75,000 paid in, which was recently chartered. Regarding this enterprise the secretary of the Newbern Chamber of Commerce advises the MANUFACTURERS RECORD that the plant is expected to be ready for business by November. The daily capacity will be 125 hogs and 50 cattle.

Eastern Carolina, on account of its mild climate and nearness to the Gulf Stream, the lower part of the county being only 30 miles from the Gulf Stream, has a growing season of 10 months. Cattle can graze all the year. Alfalfa, clovers, soy beans and peanuts used for feeding the cattle grow in great abundance in Craven and adjoining counties, and it is believed this packing plant will put livestock growing on a higher plane than ever before. Cheap lands suitable for cattle ranches in this section, with plenty of water, are available.

Co-operating With Farmers to Conserve Foodstuffs.

T. P. Hay, Jr., secretary of the Food Preparedness Bureau, Chamber of Commerce, Birmingham, Ala., writes that the citizens of Carrollton, Ala., have organized a company with a capital stock of \$10,000 to build a warehouse for farm products which will contain a power corn sheller and probably a velvet-bean mill. In addition to this, a sweet potato curing-house will be built as an annex to the warehouse.

Commenting on the establishment of this warehouse, Mr. Hay says: "The Food Preparedness Bureau of Birmingham has been encouraging the establishment of such propositions as this in many sections of the State, in view of the change in agricultural conditions bringing about the necessity of business men in the respective communities to supply equipment necessary to conserve and put into marketable shape the large crops that have been grown this year."

AMERICA'S FOREMOST INDUSTRIAL, FINANCIAL AND

A thousand of the foremost business men, bankers, manufacturers, railroad presidents, as well as great leaders in science and in medicine, have signed a memorial for National Prohibition, which has been presented to Congress. In the light of the statements made, and of the character of the men who have signed this memorial, it should never again be a possibility for any man to presume to say that National Prohibition would injure the business interests of the country, or that the liquor traffic is in any way whatsoever desirable from any point of view.

The signatures to this memorial would fill eight solid pages of the Manufacturers Record, and, therefore, we have picked out here and there a few men widely known for their pre-eminent position as great business and financial and scientific leaders. The other signatures to the memorial rank equally as high as the names we have selected. The list of names is in all probability the most remarkable ever presented to Congress in behalf of any question whatsoever.

The memorial appears in the center of this and also the following page.

JUDGE ELBERT H. GARY, Chairman of the United State Steel Corporation.

MR. JOHN BURROUGHS, Naturalist and Author.

MR. DARWIN P. KINGSLEY, President of the New York Life Insurance Co.

MR. F. A. VANDERLIP, President of the National City Bank, New York; Trustee of the Carnegie Foundation.

DR. THOMAS NIXON CARVER, Professor of Economics, Harvard University; President of the American Economic Association.

DR. RICHARD M. PEARCE, Professor of Research Medicine, University of Pennsylvania.

DR. CHARLES B. DAVENPORT, Director of the Department of Experimental Evolution, Cold Spring Harbor, Long Island; Secretary of the Eugenic Section, American Breeders' Association.

MR. HARRY M. ESTABROOK, President of the Barney & Smith Car Co., Dayton, O.

HON. FREDERICK FRELINGHUYSEN, President of the Mutual Benefit Life Insurance Co., Newark, N. J.

DR. M. J. ROSENAU, Professor of Preventive Medicine and Hygiene, Harvard University; Directors of the School for Health Officers of Harvard University and the Institute of Technology, etc.

MR. DAVID R. FORGAN, President of the National City Bank, Chicago, Ill.

MR. ORVILLE WRIGHT, Aeronaut and Inventor, Dayton, O.

DR. VICTOR C. VAUGHAN, Dean of the Medical School, University of Michigan, and ex-President of the American Medical Association.

MR. RALPH N. HARBISON, Harbison-Walker Refractories Co., Pittsburgh, Pa.

MR. JAMES HARTNESS, President of the Jones & Lamson Machine Co., Springfield, Vt.

DR. W. J. MAYO, Surgeon, Rochester, Minn.; Founder of the Mayo Foundation for Medical Research; ex-President of the American Surgical Association.

MR. WARREN S. STONE, Grand Chief of the Brotherhood of Locomotive Engineers; Member of the Industrial Peace Commission.

MR. CHARLES K. HADDON, Vice-President of the Victor Talking Machine Co., Camden, N. J.

MR. R. GLENDINNING, President of the Patent Vulcanite Roofing Co., Chicago, Ill.

MR. O. W. NORCROSS, President of Norcross Bros., Builders and Engineers, New York, Boston and Worcester.

MR. W. J. HARAHAH, President of the Seaboard Air Line Railway Co., Norfolk, Va.

MR. HOWARD ELLIOTT, President of the New York, New Haven & Hartford Railroad.

MR. A. R. ERSKINE, President of the Studebaker Corporation, South Bend, Ind.

MR. H. T. HERR, Vice-President and General Manager of the Westinghouse Machine Co., East Pittsburgh, Pa.

MR. H. A. CARHART, President of the Smith Premier Typewriter Co., Syracuse, N. Y.

MR. A. B. FARQUHAR, President of the A. B. Farquhar Company, Ltd., York, Pa., Steel Manufacturers.

MR. JAMES LONG, President of the American Iron & Steel Manufacturing Co., Lebanon, Pa.

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MR. WM. R. NICHOLSON, President of the Land Title & Trust Co., Philadelphia.

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MR. WALDO E. PRATT, President of the Hollingsworth & Whitney Company, Paper Manufacturers, Boston.

IN VIEW OF THE SCIENTIFICALLY PROVED UNFAVORABLE EFFECTS OF THE USE OF ALCOHOLIC BEVERAGES EVEN IN SMALL QUANTITIES:

AND IN VIEW, THEREFORE, OF THE COLOSSAL, PHYSICAL, MENTAL, MORAL, ECONOMIC, SOCIAL AND RACIAL EVILS WHICH THE MANUFACTURE AND SALE OF ALCOHOLIC LIQUOR ENTAIL;

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AND IN VIEW OF THE GREAT AND RAPID GROWTH OF PUBLIC KNOWLEDGE AND SENTIMENT ON THIS SUBJECT AS SHOWN BY ANTI-ALCOHOL AGITATION AND LEGISLATION THROUGH MOST OF OUR NATIONAL AREA;

THE UNDERSIGNED BELIEVE THE TIME HAS COME FOR THE FEDERAL GOVERNMENT TO TAKE STEPS LOOKING TO THE PROHIBITION IN THE UNITED STATES OF THE MANUFACTURE, SALE, IMPORT, EXPORT AND TRANSPORT OF ALCOHOLIC LIQUORS.*

(SIGNED)

*With the understood exceptions for medical, sacramental and industrial purposes.

MR. F. WAYLAND AYER, President of the Eastern Manufacturing Co. (paper manufacturers); President of N. W. Ayer & Son, Advertisers; President of the Keystone Type Foundry; President of the Camden & Suburban Railroad.

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(SIGNED)

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Voice of American Papers—No Peace for International Murderers

Must Be Just Ending of This War.

[New York Times.]

This war is not a war between Kings, who, having fought to a good bargaining position, can sit down at a table and swap their subjects, and other Kings' subjects, too, and rise to plan for the next war. This is a war between the principle which made such iniquitous bargaining possible and another principle, a new principle, the principle that the war is the people's affair, and that it must end not in bargaining, but in justice, not in truck and dicker, but in verdict and sentence. Though wars have not ended in that way on the European Continent, they have ended in that way on the American Continent; and this time, if never before, a war on the European Continent is going to end in that way.

"Across the Rhine."

[Fort Worth Star-Telegram.]

The "holy horror" chorus of the German press over Sir Edward Carson's declaration that if Germany really wants peace let her withdraw her troops from French soil is indicative of just how much value may be given the Reichstag's so-called "peace" resolution. Most of the comment is of a "we-told-you-so" type, and the speech is interpreted as indicating that prophecies that the "peace" resolution would be misunderstood abroad are borne out.

The German editors need not be alarmed. The resolution has not been misunderstood by anybody who counts. J. Ham Lewis and a few pro-Germans in America profess to read a different meaning into it than that which it conveys to most people in the allied countries, but nobody of any consequence regards it as a real peace resolution. It contains nothing that gives any genuine hope that Germany is yet in a mood to discuss peace in a spirit that would give promise of success.

But to return to Sir Edward Carson's remarks. The course which he recommended to Germany begins to force itself to the front as an inevitable and necessary condition to the discussion of peace. It gets clearer every day that Germany's troops must be on the other side of the Rhine before any real peace discussion can be had. Sir Edward recommended that she withdraw them voluntarily. If she is unwilling to do that, then they must be driven across the Rhine. Indeed, it is beginning to appear that the proper conditions for a discussion of peace will not have been brought about until the united armies of the Allies are across the Rhine, and a good way across.

"Separate Peace" Talk Is Trick to Sow Discord Among Allies, Declares Serbia's Envoy Here.

[M. Michailovitch, in Washington Post.]

It is for the liberties and rights of mankind that the Allies took up the struggle and have continued it until now. The great American republic has associated itself with them for the same great principles. In spite of a certain hesitancy they have shown, they must be victorious; otherwise the war will not be terminated, but only adjourned.

But has no one even considered that a "German peace" or a "separate peace" was anything else than a German maneuver? On the side of our enemies there reigns an exemplary discipline, with one single aim—that of winning the war. On the side of the Allies, on the other hand, we have seen, for a year past, constant discussion of peace or "separate peace," sometimes with one of the belligerents, sometimes with another.

Special agencies in Switzerland, in Holland or other neutral countries spread all kinds of peace proposals in the allied countries, create discussions and sow discord in public opinion.

One day it is the Bulgarians who declare that they

consider the war is over for them; another day the journals report that the Empress of Austria is pro-Ally; then we hear that Austria is all ready to accept an "honorable peace," and so on and so on.

In my opinion, people are wrong to lend themselves to these German maneuvers. The Kaiser and his faithful allies, the Emperor Charles and King Ferdinand of Bulgaria, see their sole salvation in victory. All the rest is false. To arrive at peace, therefore, we must be victorious over our enemies and distrust every proposal of separate peace, which is impossible until victory has been achieved.

No "Made in Germany Peace."

[Baltimore Star.]

A paper peace, a peace contingent only upon the good-will of a militaristic Germany, a peace which would be no better than a breathing period between world-shattering wars, is impossible. The world has paid a tremendous, incalculable price for peace, and must continue to pay more before it is finally attained. When we do secure it, it must be the real thing, not a "made-in-Germany" imitation.

[A "made-in-Germany" peace would be a "made-in-hell" peace.—Editor MANUFACTURERS RECORD.]

Newspaper Traitors Want a German Peace.

[Rock Hill (S. C.) Evening Herald.]

The German newspaper organs in this country are crying for peace. They want peace at once. The peace they want is a German peace—a peace that would leave Germany in possession of the country of the Belgians, a section of France and practically all of the Balkan territory and the dominating force in Turkey as well as in Austro-Hungary. Of course, Germany wants peace—on these conditions—and, of course, the Kaiser's mouthpieces in this country are crying for the peace wanted by the German militarists, autocrats and junkers.

These lovers of autocracy and boosters of Kaiserism have failed, however, to tell the people that the peace they are seeking for Germany is a peace that would enable Germany to dominate the world; to crush, a few years hence, the other great powers of the world, including, perhaps, the United States. They fail to say that the peace they so greatly desire for Germany would make it necessary for the world to fight another war, on a larger scale than the present war, and probably with German barbarism and savagery intensified—if that is possible.

These minions of Germany, masquerading in the guise of American citizens, are howling themselves hoarse for a German peace that would mean one of two things for the balance of the world. It would mean German slavery for the balance of the world or constant warfare while time lasts to liberate mankind from the most fiendish subjection ever devised by theimps of the devil himself.

The number of traitors in this country is evidently not great, but as most of them are being allowed to run at large by the grace of a benevolent Government, they are making a considerable noise. This is particularly true of disloyal newspapers. An effective way to deal with the latter is for loyal citizens to withdraw their patronage from such sheets. They should not be supported in any way. No doubt, as was charged some time ago, many of these supporters of Germany have been subsidized with German money; but if they fail to do business with loyal American citizens, their losses will probably soon amount to more than their German masters are willing to continue losing. Then they will cease publication. No matter, however, whether they break financially or are ultimately suppressed by the Government, no good citizen of this country can afford to contribute in any way to the maintenance of a newspaper that is fighting the battles of

his country's enemies. That is what these newspapers are guilty of daily. If they were issued in Germany they could not labor more strenuously for the success of that country against the United States and her allies. They are using all their power to help Germany whip the United States. If they were making shells to be fired by Germans at American soldiers, their crimes would not be blacker than those they are committing against their own country every day. By all the means at their command they are seeking to weaken the United States and her allies and strengthen Germany. No good citizen can afford to place the stamp of his approval upon the efforts of one of these miserable sheets by supporting it in any way.

No Bargaining With Wild Beast.

[New York Tribune.]

There can be no peace with the German Government or with the German people, whatever their form of government, as long as they maintain the right to live outside of international law. There can be no peace while German armies and German soldiers continue to write over the face of Europe that spirit which produced the war, which made the war the thing it is and which makes Germany the peril to all our common civilization that she is.

If the American people wish, as Senator Borah suggested the other day, a restatement of issues, one need not go outside the case of Belgium, one need not go beyond the example of the Lusitania, to find it. How shall one bargain with a wild beast? How shall one talk of peace with a Germany which confronts the world red-handed and unashamed, still renewing the old threats and engaged in the same crime?

Such adversities as have come to the allied side in recent months should be and must be only a new incentive to greater effort and larger sacrifice. We have seen the procession of German horrors unfolding for three years, from the moment of the invasion of Belgium to the hour when women and children were driven into slavery—themselves the survivors of those who have been murdered and dishonored. How can any man or woman think of peace now, when Germany faces the world unashamed and unrepentant, considering only what portion of the booty wrung from the world by violence she may retain now and forever?

This war is beyond all things else a fight of spiritual forces against material ambition. Our civilization has been wounded, its very soul and life have been threatened; and until that civilization is vindicated and re-established it is idle to talk of peace; it is futile to discuss an agreement.

The Kind of Peace to Give Germany.

[Durham (N. C.) Sun.]

It might just as well be said right now as later that Germany is entitled to no consideration whatever. There isn't anything honorable or decent about her to command the respect or even the mercy of the democratic peoples who are spending their substance and giving their blood to make the world safe for liberty and unsafe for tyranny.

Germany prepared for 40 years to ravage the world and then exploit it.

With cold-blooded deliberation she started this frightful war. If anybody doubted about this at the beginning, the overwhelming evidence has long since made it a certainty.

For three years Germany has violated every decency in human life.

Not in the heat of battle, but with cool, ordered deliberation she has practiced crimes that are not surpassed by the beasts of the jungle.

She has slain the innocent—the mother with the babe on her breast, the doddering old man, the child at its play.

Her thirst for blood has been insatiable; women

have been her first choice as victims. She has murdered, robbed, burned, devastated without reason, heartlessly. History cites nothing in the dark ages that is worse than the German record in the lands she has overrun—a record so dreadful, so shocking that to the end of time history will tell of it all with horror.

An honorable compromise peace for this dastardly outlaw among nations?

A thousand times no!

A dishonorable peace is the best that Germany is entitled to. It is the only kind of a peace she can understand. Reprisals she would understand better, but democracies are civilized people, and they cannot descend to such depths of infamy.

Premature Peace Inexpedient.

[The Charlotte (N. C.) News.]

Unquestionably there is large unrest in England originating in the somewhat widespread belief that the time has come to open genuine peace negotiations with Germany. Unfortunately, it appears that this opinion is finding rather vociferous support in certain quarters of the United States.

It would be difficult to discover in the history of the past a time when it was more imperatively necessary to see a matter through than is the case at present, or a cause that better justified such seeing through.

It is not a Germany still powerful, with world ambitions unchecked, nay with those ambitions nourished fat by the sacrifices thus far entailed; it is not such a Germany that the Allies can safely make peace with.

Rather it must be a Germany restrained by the very brute force upon which it has placed such supreme reliance from doing further damage to civilization that must be a party to the peace.

The Allies have a long and bitter road to travel ere winning such a peace. Well and good! What must be, will be. But it would be short-sightedness more heinous than most crimes to leave to coming generations the task of doing over again what has been accomplished during the last three years.

Are There Atrocities?

[The Columbia (S. C.) Record.]

At the meeting of the State Council for Defense Tuesday Chairman Coker recited a number of reported atrocities committed by the Germans in Belgium and France and Flanders. These awful statements that come from the war zone are so terrible that it is difficult to believe them. Yet some of them are true.

When the Rev. Dr. Kellman, chaplain of a regiment of Scotch Highlanders, was in this country recently he was asked the direct question by the editor of The Record: "May we believe the statements of atrocities that have been committed by the German soldiers?" Dr. Kellman replied that he did not know what had been reported in this country, except casually, yet no statement could have been an exaggeration. He spoke of German soldiers cutting off the hands of Belgian children, and this is known to be a fact, because some of the children are in the United States now. He told of the standing of Belgian children against a wall with arms and fingers outstretched so that German marksmen could try to shoot between their fingers—and usually with painful results.

There was one statement made in public by Dr. Kellman that showed why the British are so much in earnest in this war. At first there was apathy in Britain, much as there is in this country today, and for the same mistaken motives. Why should Britain be taking up Russia's and France's cause? That is the way many Britons felt.

One day in a German trench a few yards in front of the trench of some Scots the screaming of women was heard. The Highlanders became frantic, made a charge at the cost of much life and took the trenches. They found there the naked bodies of Belgian women whose breasts had been cut off while they were yet alive. That is the thing that has put Great Britain into this war with her whole heart.

The British have such a high regard for women that this incident made them furious with hate. They knew that the cold-blooded German officers had taken this means of trying to frighten the Allies into sub-

mission. "If we keep up the war, our own women will suffer the same kind of fate" is the psychological idea that the German sought to cause the British to get.

But, instead of intimidating the Britons, it has madened them, and they will not cease fighting until this war has come to the stage when it can be said that there will be no more atrocities of war. And that is why the United States must go into this war with full vigor.

We are just three years late in getting started. The despoliation of Belgium was enough to have taken us into the war; the sinking of the Lusitania should have been followed up more promptly, except for the fact that the great-hearted man in the President's chair was willing to sacrifice somewhat of national dignity in order to preserve peace as long as possible—with the hope of obtaining an effectual peace.

And now that war has been forced upon us, not once, not in an incident which might have been forgiven, but because of an attitude and an imperiousness which carried a grim threat and a grave foreboding—there are cravens in this country who know better and yet are trying to persuade the people that the United States has no right to be in this war. Such persons should be interned along with the other Germans in the Federal prisons of this country.

Kaiser Should Pay.

[The Raleigh (N. C.) Register.]

Peace in this world cannot come until the German Kaiser and all of his supporters of various degrees of royalty are eliminated, and it should not come until they have paid with their lives for the many high crimes they have instigated. The War Lord and a few thousand of his criminal conspirators must be held to personal accountability for the havoc that has been wrought in Belgium, Northern France, Roumania and Poland just as the directors of criminal trusts in this country have been held personally for the crimes committed by the trusts.

Two centuries ago it was out of the question to hold persons "born to the purple" to their crimes. The king could do no wrong. He ruled by Divine right, and whatever he did, however cruel and criminal, was right. The common people could suffer all they would stand, but no matter how bitter the quarrel between two nations, and no matter how deeply steeped in crime the rulers might be, they were safe from bodily harm, due to a tacit understanding among the crowned heads.

That time has gone. The march of democracy in England, France, Russia, Portugal, Italy and other countries arrayed on the side of civilization has relegated crowned heads to their proper positions, and it is highly improbable that the people of these countries and of the United States will consent to a peace without holding the Kaiser and his numerous advisors to personal responsibility for their crimes.

Enemies at Home.

[The Miami (Fla.) Herald.]

New Ulm is a prosperous community surrounded by a highly prosperous farming section in the State of Minnesota. As its name would indicate, New Ulm was settled, in the early fifties, by Germans. The town saw strenuous times in the Indian massacre of 1862, having at that time been virtually wiped out by the raids of the redskins.

Now New Ulm comes into prominence by the fact that a large number of its people, those of German descent, have held public meetings at which the conscription law was denounced and the action of the United States in entering the war condemned.

Mention is made of the incident to show that there is a very grave danger that, gradually the pacifists, who before the war did everything they could to prevent the United States from protecting itself, will gain adherents from such people as those who reside in and around New Ulm and that, eventually, they will become a force with which the country will have to reckon.

Those New Ulmites, of the second and third generation, have forgotten the massacres of 1862. It would have been a brave man or an insane one then who would have argued for peace proposals with the Indians who devastated the country. And yet the country for whom they show so much solicitation has outranked all the

Indians who ever swung a tomahawk in this country in pure devilishness and in the ingenuity of its tortures and the vast scope of its outrages.

They would have defended New Ulm in 1862, if they had been living and brave enough; now they will neither defend their country nor permit others to defend it, if they can have their way.

Their movement would have no particular significance were it not that it is pointing the way to other communities in like mind, and is furnishing something of backbone to a movement designed to hamper the United States in its war with Germany and in favor of Germany.

The Government of the United States cannot afford to permit these movements to spread; it cannot permit the contagion of disloyalty to communicate the disease of treason to other communities and to other people.

It will be compelled to institute the same stern measures against enemies at home that it has been compelled to adopt against enemies abroad.

The Kaiser's Proclamation.

[The Roanoke (Va.) Times.]

How comes it that the German Emperor, in his latest proclamation to his people, deems it necessary to assure them that "German blood and German zeal are not being gambled with for an empty shadow of ambition or schemes of conquest and subjugation?" Are there mutterings abroad in the fatherland to such effect? Or is it possible that the war lord's conscience doth prick him sorely? Unless one or the other surmise be correct, one has difficulty in understanding this reference to the real and underlying cause of the great conflict which has made a cemetery of Europe and sent millions of brave and true men to premature and unmarked graves.

The Emperor's proclamation abounds in the pomposity and bombast which are characteristic of German official utterances. It shows a complete disregard for facts and deals only in such fallacious assurances as are calculated to deceive the deluded people for whose consumption it is intended.

America's entrance into the struggle is noted, "but that does not frighten us," says William. Whether it does or not cannot affect the undeniable fact that American participation has turned the scales overwhelmingly against Germany and has made it impossible for the war to end in Teutonic success.

The emperor's charge against his enemies that "throughout the world they have slandered the German name" overlooks the fact that no words of Germany's foes but the frightful barbarism of German methods have brought down on him and his people the deserved denunciation of all mankind. "They cannot extinguish the glory of German deeds," he boastfully proclaims. No, they cannot bring back to life the innocent women and children who went to the bottom of the Atlantic with the Lusitania; they cannot wipe out the memory of crimes of the German airmen who ever and anon swoop down on London and murder babies and school children; they cannot extinguish the blackness of the deeds that have made the name German one that will forever be held in execration by the inhabitants of despoiled Belgium and Northern France.

If that is what the Emperor means when he chants about the impossibility of extinguishing the glory of German deeds, he is quite correct. The memory of the things done by Germany in this war will last forever to tarnish and soil the name of all things German.

The Answer.

[Winston-Salem (N. C.) Journal.]

The peace proposals from Germany are as insulting to the intelligence as they are to the sense of justice of the Allies. It is humiliating to see the Germans persist in the notion that the Allies are gullible enough to cease fighting and talk peace while the burglar is in the house packing his booty. This low estimate of the intelligence of the Allies constitutes proof of the unconquerable stupidity of the Germans in international matters, and emphasizes the necessity for dealing with Germany with bullets instead of negotiation.

The days of peace with Germany are over. Germany will have peace only when the Allies decide to give it to her, after she has been rendered incapable of breaking it.

BRINGING FARMERS AND PURCHASERS TOGETHER.

Louisiana Establishes Marketing System of Benefit to Both Producer and Consumer.

Baton Rouge, La., August 4—[Special.]—The Louisiana Department of Agriculture has established a State Bureau of Markets that has accomplished wonderful results in this and adjoining States.

The system under which the Bureau of Markets is operated was devised by Harry D. Wilson, State Commissioner of Agriculture. It was started in a small way several months ago, but it has steadily grown until it has become one of the most important bureaus of the State government. The bureau is to be broadened still further and its scope widened.

Under the system devised by Commissioner Wilson, every person in the State who has anything to sell in the way of farm or agricultural products is invited to send a list of his products to the State Bureau of Markets. Every person who wishes to buy agricultural products is also invited to send a list of his wants to the Market Bureau.

The lists of "offerings" and "wants" are published every week in the form of a "Weekly Market Bulletin," which is distributed free to every person that wishes it. The Market Bulletin is published as a newspaper, and is given second-class mail facilities by the Postoffice Department.

In addition to the Weekly Market Bulletin, the Market Bureau has inaugurated a postcard system for bringing the producers and consumers together. When a person notifies the Market Bureau that he has a certain article to sell and another person advises the bureau that he wishes to buy that particular kind of article, a postcard is mailed to the producer advising him of the name and address of the man that wishes to purchase, and a postcard is in turn mailed to the buyer, advising him of the name and address of the producer.

In this way the producers and consumers are brought in touch with each other and a market is found for all produce. During the present year the Market Bureau has brought about the sale of hundreds of thousands of dollars' worth of produce, agricultural supplies, livestock, poultry, etc., at prices that satisfied both the producers and consumers.

The fame of the Louisiana Bureau of Markets has spread to adjoining States, and farmers and consumers in Texas, Arkansas, Mississippi and Alabama are sending their lists of "offerings" and "wants" to Commissioner Wilson to be published in the Weekly Market Bulletin. The Louisiana Bureau gives the same consideration to the "offerings" and "wants" from other States as it does from this State.

It is the intention of Commissioner Wilson to broaden the scope of the Bureau of Markets, so that it will thoroughly cover the adjoining States as well as it does Louisiana, and there is a very strong probability that it will be broadened so as to embrace all of the Southern States.

The Bureau of Markets is operated without any expense whatever to the sellers and buyers. The bureau does not undertake to sell the products. What it does is to inform the producers and consumers where products can be sold or purchased.

Realizing the importance of the Bureau of Markets, firms in large cities that deal in produce have begun to telegraph the bureau at Baton Rouge for information as to where they can purchase farm products that they handle. This information is supplied by the bureau. Recently several carloads of products were sold by telegraph in this way.

Large Volume of Lumber Production—Prices Relatively Low.

Chicago, Ill., August 1—[Special.]—Reports to the National Association office by 591 mills just tabulated show that during the month of June these mills cut 1,499,000,000 feet of lumber and shipped 1,581,000,000 feet, the largest volume of shipments ever reported to this office during any one month, according to John W. Blodgett, chairman of the Trade Extension Committee of the National Lumber Manufacturers' Association. Telegraphic reports from 300 representative Southern and Western mills show that during the last four weeks these mills have cut 655,000,000 feet of lumber and

shipped 784,000,000 feet, or 20 per cent. more than they produced.

"While there has been some falling off in speculative city building," Mr. Blodgett said, "there is a very large amount of factory construction, and the country trade is good. Some spectacular figures have been published as to the quantity of lumber the Government will buy for purposes of national defense, and some of these orders, of course, are very large. But, after all, the total governmental requirements are not likely to exceed 5 per cent. of the yearly lumber production of the country. The farmer is the big lumber buyer, and at no time has he been in such a good position to buy the material he needs to build granaries, implement sheds, barns and all other improvements. Figures just published by the United States Department of Agriculture show that the average price of grain on the farm is exactly double what it was at this time last year, while there has been no such increase in the price of the lumber which the farmer wishes to buy. The manager of a number of retail lumber yards in Minnesota and the Dakotas has recently made some striking comparisons of this sort. The advertisements which he is placing in the country newspapers, based upon going prices for farm products and for lumber at those points, show while in 1914 it required 33 hogs to buy the material for a seven-room house, the same material can be purchased now for the price of 18 hogs, and that while three years ago it took 703 bushels of wheat to buy a 32x56-foot barn, this same barn can now be purchased for 351 bushels of wheat.

"There is a tremendous volume of business being done throughout the country, as is convincingly shown by recent statistics. For example, during June bank clearings outside of New York city were 72 per cent. above the average of the last seven years, with failures 23 per cent. below the average. Imports of merchandise in May were 89 per cent. above the seven-year average, and exports 161 per cent. above. The net earnings of 10 leading railroads in May were greater than in May, 1916, and 50 per cent. more than the seven-year average. The prices of ingot iron on July 1 were three and a half times those of July 1, 1915. There has been no such advance in lumber prices."

The Lord Hates the Apathetic, Too.

[Daily Telegraph, Bluefield, W. Va.]

We must every one of us realize that the war has to be fought to a finish, and that every man must be sacrificed and every dollar spent if necessary to win, and be able to dictate terms of peace. There is no other way—the die is cast. Those who are not enthusiastic over it should stir their own patriotism and getting right should aid their neighbors to the highest pitch of determination. It does not matter what disagreements we may hold over the way things are being conducted, or whether Congress is weak and vacillating and the administration undecided and changeable. If such things exist, then for that very reason we must exert ourselves to greater effort. If there is an iota of apathetic sentiment in this country it aids the enemy, and there is not a single American citizen but who, if he was to land in Germany this morning, would be in jail in 15 minutes and in eternity in a few hours. The Russians who retreated were as mercilessly shot down as were those who were faithful to their homeland and stood on the firing line. There is nothing to do but to fight, and exert every effort, and the quicker we get at it in dead earnest the earlier the war will end. Every dollar the unpatriotic squeeze out of the people, every slacker who escapes, weakens the security of American homes and the safety of American property as well as the welfare of the human race in the years to come.

Helpful Legislation Secured for Louisiana.

Baton Rouge, La., August 1—[Special.]—Farmers of Louisiana will be able to borrow about \$12,000,000 from the Federal Farm Loan Bank as a result of legislation enacted at the special session of the Legislature, just closed. Under the old State law, as it existed prior to the extra session of the Legislature, farmers could not mortgage their homesteads for any purpose. This had the effect of preventing the operation of the

Federal Farm Loan Bank in Louisiana. The new law permits the mortgaging of homesteads, and will enable several thousand farmers in the State to borrow money from the Farm Loan Bank.

The Legislature passed several war measures, among them one to prevent speculation in foodstuffs and food supplies. The law has teeth in it long enough to reach any combination or group of speculators that may seek to create corners in the necessities of life. The Legislature created a State Council of Defense, and gave the council plenary powers in dealing with the food situation.

The Legislature also passed an act conferring on parishes full authority to exercise the right of eminent domain in securing a right of way for the intercoastal canal. A law of this kind became necessary because one man in Vermilion parish had refused to sell a right of way for the canal at any price, thus blocking the work of the Federal Government and delaying the construction of the canal. The Federal appropriation could not be used on that section of the canal until the right of way was secured. The work on the canal will now proceed, and open up a new waterway for inland commerce. The section of the canal in Calcasieu parish has been completed, and is now in operation.

Mobile Gardener Installs Ingenious Irrigation and Frost Prevention Device.

Mobile, Ala., August 4—[Special.]—L. M. Ward, a truck grower of Toulminville, a Mobile suburb, has perfected a sprinkling system which he claims will not only double his crop, but incidentally provide protection against killing frosts. He explained that his system has passed the experimental stage. It has been tried and found entirely satisfactory. He does not intend to put it on the market. He is using it for his own vegetable garden, and makes no effort to conceal anything about his sprinkler.

Mr. Ward's sprinkling system is simple of construction. Pipes are run across his five-acre tract. The pipes are 40 feet apart, and, being placed on frames, they are revolved, throwing water 20 feet each way. The irrigating system is operated by an eight-horse-power gasoline engine. There is no cost to the system after its completion, except a trivial sum in the upkeep and the fuel. He uses about 4000 gallons of water an hour. The total cost, he said, was \$2500.

He conceived the idea by accident. Last year, during a very cold day, Mr. Ward turned the hose on a patch and forgot it. A killing frost came that night. Every bit of vegetation was destroyed excepting where the water fell on the plants. That was his discovery the following morning. Wherever the water was flowing the plants were alive. Everything was dead where the water failed to reach.

He says he has used the irrigating system on a limited scale for a month or more. He declares he saved 1,500,000 cabbage plants by it which he could not have saved otherwise. He is confident that he will be able to double his crop yield.

Water in this section of the country is about 66 degrees the year round. When it is cold, this warm water protects the plants, he says.

Working to Save Fruits and Vegetables.

"How to Use Fresh Fruit and Vegetables as Conservers of Staple Food" is the subject of a bulletin issued by the United States Department of Agriculture. In order that this bulletin may be ready in practically unlimited quantities for the emergency campaign now being conducted by the department to save perishable fruits and vegetables which are going to waste in 24 States of the Union, orders were given recently to the Government Printing Office to put this bulletin on fast presses.

Between 40,000 and 50,000 copies can be turned out daily, and this rate will be kept up as long as the need and the demand last. Caroline L. Hunt, scientific assistant, office of home economics, is the author of the bulletin, which is known as Farmers' Bulletin 871. Copies will be mailed free on request to the Division of Publications, United States Department of Agriculture, Washington, D. C.

The Iron, Steel and Metal Trades

TEMPORARY PRICES FOR FEDERAL STEEL.

Government Places Contracts for Rails to Be Used in France—Heat Curtails Production—Pig-Iron Still Quiet.

New York, August 6.—[Special.]—The magnitude of the task undertaken by the United States Government when this country entered the war is now only commencing to be fully realized. Raising an army and thoroughly equipping a first-class fighting machine, such as is required to successfully combat the greatest military system that the world has ever seen, involves a consumption of metal alone far in excess of anything ever before contemplated. Government orders for the requirements of our army and navy, and for those of our allies, have not only been exceptionally heavy, but they keep constantly increasing, so that the steel companies and the producers of metal products cannot tell from day to day what may be required of them. This uncertainty of itself is sufficient to make them hesitate to enter upon obligations for private account. In fact, the steel market today is dominated entirely by the Government, and beyond adjusting their affairs and their plants to meet the requirements of Washington, and to produce the steel promptly, the steel mills and factories have little to do with it. They no longer make the market, but the market is made for them.

Chief of passing developments was the purchase last week of 150,000 tons of rails by the Government for the building of a double-track railroad from its French port to the battle front. This indicates that engineering operations have been commenced on a large scale in France. The Government also purchased 300 locomotives and 1700 cars to move the American troops. No matter what Germany may think of this country as a fighter, nor how it scoffs at our intervention in the war, these facts should be sufficient notice to the enemy that American participation in the war is something more than a bluff. In addition to the heavy rail order, a considerable tonnage of light rails will be required for portable tracks. It is understood that the rails are to be delivered by October 1. The United States Steel Corporation has been allotted 90,000 tons, and three independents a total of 60,000 tons, the price being \$38 for Bessemer and \$40 for open-hearth, makers having the option which they will furnish. To lay these rails there will be required about 100,000 keels of spikes.

The Navy Department has decided to push the construction of the Government armor-plate plant, according to authentic advices received from Washington in the steel trade last week. Plans and specifications will be put out by the Government inside of two weeks, and preliminary estimates are that about 25,000 tons of steel shapes will be required. The present is regarded as an auspicious time in which to secure materials for Government work.

The United States Steel Corporation is reported to have taken contracts for 80 per cent. of all the steel required by the Government thus far. Although the orders have been distributed through the American Iron and Steel Institute, it is understood that some of the independent companies have been unable to shoulder their full share of the rollings, but it is expected that these differences will be adjusted when contracts for the Allied Governments have been filled. To meet the Government requirements, some of the subsidiary companies of the United States Steel Corporation are making plant extensions.

The American Steel & Wire Co. received additional contracts last week for wire nails for the construction of aviation plants at San Antonio, Tex. There are two camps at this place, Camp Wilson and Camp Kelley. Orders have been placed for 3200 kegs for Camp Wilson and 1600 kegs for Camp Kelley.

The unprecedented hot wave last week caused a curtailment in some of the steel mills as high as 20 per cent., and a general dropping of 15 per cent. throughout the country. Blast furnaces make far less than their normal yield, on account of high humidity, though they consume as much coke as ever, and much of iron came out. The steel works were seriously crippled, particu-

larly as they had no reserve men to swell the regular hands.

On the surface the steel market has made no progress toward the general price readjustment, which for a fortnight or longer has been regarded as inevitable. Progress is being made, however, through the mills shipping heavily while they are booking lightly. In ordinary steel market movements the highest price on an advance are on contracts for distant delivery, and the full tonnage is not taken out because the market declines before the time comes. In this case the highest prices were made for early deliveries, as very little forward contracting has been done in the past three or four months, and the bulk of the highest price business will be worked out within a few months.

The average invoice price of steel now being delivered by the large mills, disregarding the premium business done by the smaller plants, is not much more than one-half the prices now quoted as the market and is only a few dollars a ton higher than the deliveries made during the first quarter of the year. Earnings of steel companies are increasing, though not at a rapid rate.

Despite reports from Washington to the contrary, the steel trade expects the Federal Trade Commission to commence in about two weeks to make its reports on the cost of producing various descriptions of steel, and it is believed that prices to be charged the Government will be agreed upon promptly as the reports come in, though it is a question whether the prices agreed upon will be made public immediately. It has always been held by many in the steel trade that prices charged the Government would have an influence in making the market for large private consumers, though not, perhaps, for the small purchases for early delivery that have constituted the chief market activity in the past few months.

Domestic as well as foreign consumers of tinplate were actively in the market last week for delivery over the last quarter of this year and the first quarter of 1918. Some sales were made by Eastern manufacturers as high as \$17 per base box for prompt shipment, while for future delivery, mainly fourth quarter, 1917, sales were made at \$9.75 to \$12 per base box. It is understood that sales last week amounted to 10,000 to 15,000 boxes, and that inquiries still in the market for domestic shipment are fully 50,000 boxes. Export inquiries also amount to 50,000 boxes, including 25,000 boxes for shipment to Italy.

The pig-iron market last week changed little from the week previous. There were a few inquiries for small lots of prompt delivery, and a little buying for extended delivery, but such purchases were confined entirely to consumers who had made certain sales and wished to be covered. Furnaces are fully sold up for the remainder of the year, the tonnage unsold in the case of those furnaces that are not oversold being small, while many furnaces are oversold. As to the first half of this year, estimates of the amount sold range from 35 to 60 per cent.

All the furnaces are behind in deliveries. Not only is iron due on June 30 still undelivered, but it is possible that a number of first half or second quarter contracts will not be completed before the end of September. This means that there is still iron being delivered at \$18 furnace or thereabouts. For several weeks past the attitude of consumers has been to let the market alone, and there is naturally no reason to expect this attitude to be modified in the next few months. The market is certain to be very quiet, and it is a question as to whether it will drift to lower prices. If the consumers feel they are in an independent position, the producers have a right to say the same thing. Prices declined a trifle during the week.

As to the readjustment of pig-iron prices by the Government, progress is being made in a sense in that the food bill is working its way through the House and Senate conference, and it will probably carry the price-fixing arrangement for coke. If coke prices are reduced to a reasonable level, pig-iron will probably respond at once.

(Dealers' average buying prices for gross tons.)

Bessemer billets (nominal).....	\$5.00—\$10.00
Open-hearth billets (nominal).....	35.00—100.00
Open-hearth sheet bars.....	105.00—110.00
Bessemer sheet bars (nominal).....	105.00—110.00
Forging billets.....	125.00—135.00
Wire rods.....	90.00—103.00
Rails.....	60.00—61.00

(Dealers' average buying prices for pound lots.)

Tank plates.....	\$9.00—\$10.00
Refined iron bars.....	4.75—
Steel hoops.....	5.50—6.00
Cold-rolled strip steel.....	9.00—
Sheets, No. 28 gauge.....	7.50—8.00
Galvanized sheets.....	9.50—10.00
Wire nails.....	4.00—
Cut nails.....	4.00—
Plain fence wire, base.....	3.75—
Barb wire, galvanized.....	4.85—
Railroad spikes.....	4.00—4.10

PIG-IRON.

Bessemer, Pittsburgh.....	\$55.95—
No. 2 foundry.....	53.95—\$55.95
Basic, valley.....	53.95—
Malleable.....	53.95—55.95
Basic, Philadelphia.....	52.75—
No. 2 foundry, Northern.....	52.75—55.75
Low phosphorus.....	53.00—55.00
No. 2 foundry, Buffalo.....	52.00—56.00
No. 2 South, Cincinnati.....	47.90—52.90
Northern foundry, No. 2 Cleveland.....	54.30—52.90

SCRAP-IRON AND STEEL.

Heavy melting steel.....	\$22.00—\$34.00
Bundled sheet.....	24.00—25.00
Rolling rails.....	40.00—41.00
Old-iron car wheels.....	33.00—34.00
Old-steel wheels.....	38.00—39.00
Stove plate.....	19.00—20.00
Steel car axles.....	47.00—49.00
Iron car axles.....	47.00—49.00
Low phosphorus.....	45.00—46.00
Heavy cast.....	27.00—28.00
No. 1 cast scrap.....	30.00—31.00
No. 1 railroad wrought.....	29.00—40.00
Cast borings.....	19.00—21.00
Machine-shop turnings.....	19.00—20.00
Railroad malleable.....	29.00—33.00

METAL MARKETS ARE UNCERTAIN.

Spelter Becomes Active After a Long Period of Dullness—Copper Looks Firm, But Sellers Are Anxious—Lead and Tin Are Quiet.

New York, August 6.—[Special.]—While the metal markets were somewhat uncertain last week, they might be considered as showing increased improvement and at least having a strong undertone. The copper market acted irregularly, and the future appears somewhat uncertain, but for the moment the market is strong. The chief matter of interest was the sudden activity developed in spelter, which had remained quiet for so long that it was hardly expected that any movement would be created for a long time to come. Lead was quiet, and evidently awaited the announcement of the Government's requirements for August.

It now appears to be a question in the minds of consumers of copper just now how long the market can hold its strength. Prices had dropped pretty low about a fortnight ago, when a buying movement started, and prices now seem to be going the other way. Both the larger and smaller distributors are asking more for copper, and evidently expect to get it. They base their opinion of a firm market on the alleged scarcity of nearby metal and a substantial curtailment in production, owing to the labor troubles at the mines, which have reduced the output by from 30 to 50 per cent. Buyers, however, appear to doubt that there is such a scarcity of nearby metal, and claim there is as much spot and August copper as the needs of the market warrant. It is not freely offered, however, and commands a premium, sometimes quoted as high as 30 per cent., but would probably be forthcoming at from one-half to three-quarters of a cent on a firm offer to buy. It all depends upon the exigencies of sellers, some of whom appear to be a trifle anxious to let go at the present prices. While the position of the market looks strong at the moment, the fact must not be lost sight of that the Government price has yet to be determined, and when it is, the probabilities are for lower prices for the private buyer.

One of the chief interests in the metal trade at present is the change that has come over spelter. As has been reported in these columns each week, the spelter market has been in a very stagnant condition for many months past. No one wanted spelter, apparently, and consequently prices dropped lower and lower. But a sudden change developed last week, and there was a better inquiry from consumers than for a long time past. It was still below the average, however, for even this dull period of the year. While fair sales for August, September and October spelter were reported, inquiries for November and December found sellers very shy. The announcement late last week that the Government had requested the Zinc Committee to obtain bids on 11,500,000 pounds of Grade "C" spelter caused the trade to speculate as to what reason the Government had for changing its method of purchasing, and why, after accepting the Zinc Committee's proposals on Grade "A" and Grade "B" spelter, it now asks for open bids

on Grade "C." The supposition is that as ordinary spelter is selling in the open market down around or below the cost of production, the Government expects to obtain lower prices by competitive bidding than it would if the price was arranged through the Zinc Committee on the basis of cost plus a fair profit. It is impossible to say how this plan will work out, but if one standard method of purchase is not employed right through, it may lead to trouble and confusion, and also to the feeling that some branches of industry are obtaining better treatment and margins of profits from the Government than others.

A great deal of interest just now centers in the Government's requirements for lead for the month of August. It was hoped that the announcement would have been made before this, but as yet the Lead Committee has had nothing to say. Until it is known how much lead will be removed from the market on Government account, and the price which will be paid for it, no activity in lead can be expected. The trade belief is that the tonnage will be about the same as in July, or 8000 tons, and although it has been rumored that the price would be advanced to 8.50 cents, still best advices to be obtained on the subject are that it will be 8

cents, the same as before. The market last week was firm, but in a quiet position, and, as has been the case right along, small lots of lead can be obtained more cheaply and easily than larger lots.

Dispatches from Washington late last week, to the effect that "all ships building in America and the shipyards themselves will soon be taken over by the Government Shipping Board," demonstrates the importance of the negotiations on foot by the American Iron and Steel Institute through the recently formed Tin Committee to insure a sufficient supply of tin for our industrial requirements, which, of course, means ocean freight room. There is reason to believe that before many days announcement will be made as to what progress has been made in arriving at an arrangement through the Department of Commerce with the British authorities.

The tin market was quiet and nominal on Straits tin last week. A good volume of business was done in other kinds of tin in various positions, particularly No. 1 Chinese, which continues to be very popular and which has been selling so much below Straits that the price may advance on same, even should Straits decline, as the two should come close together.

constantly being made looking to a maximum production. Six out of seven furnaces are now in operation, and iron has been sold ahead for several months. But even greater development is proposed and may be considered when the report of the board mentioned above is in hand.

A report comes from Nashville, Tenn., to the effect that the Semet-Solvay Company, headquarters in Syracuse, N. Y., is considering the construction of a big by-product coke-oven plant in or near that city, dependent on the eight furnace companies in that State contracting for the coke that will be manufactured and on the making of agreeable contracts for coal. The Semet-Solvay people have a by-product plant at Ensley (Birmingham), with all of its coke going to the Tennessee Coal, Iron & Railroad Co., which concern supplies the coal. Furnace company rehabilitation in Tennessee is now very active.

The necessary labor forces for the common work in the development of the Tennessee Coal, Iron & Railroad Co., known as the Fairfield Works, is now being organized, local and imported labor to be used, and within another fortnight several hundred men will be at work on the excavations, it is expected. Charles J. Barr, former superintendent of the steel works at Ensley for the company, has surrounded himself with an excellent force of assistants, and steps are considerably advanced for the actual construction work to be started on. Much material is on its way to the site of the big development.

Foundries and machine shops in the Birmingham district are working on full time, in some instances on double turn. One of the larger machine shops of the districts has distributed work among seven smaller plants in order to keep up with the business being offered. There is considerable work in the home territory in iron and steel structural lines. The Barrett Company, a tar-products concern, is putting in an addition, steel for which is being furnished by the Ingalls Iron Works. There are negotiations on for steel shapes for the shipbuilding plant to be established at Mobile, while similar works at other Southern ports are making some investigation into possibilities of supplies in this district. Reports are current here that the big shipbuilding plant to be established at Mobile, Ala., has orders for \$12,000,000 worth of ships. The Birmingham district is to be called upon for considerable iron and steel in the construction of the plant and the building of the ships later on.

The Gulf States Steel Co. has erected a large and capable steel tippie at the deep ore mining plant at Shannon, several miles below Birmingham. The mines are being concreted, and it may be several months yet before a regular supply of ore is brought out. The proposition is one of considerable importance in the industry, and may induce other similar developments when it is successfully under operation.

Quotations for pig-iron and old material in the South are as follows:

PIG-IRON.

No. 1 foundry and soft.....	\$48.00 to \$50.00
No. 2 foundry and soft.....	47.00 to 50.00
No. 3 foundry.....	46.50 to 47.50
No. 4 foundry.....	46.00 to 47.00
Gray forge.....	45.50 to 46.00
Charcoal.....	55.00 to 60.00
Basic.....	48.00 to 50.00

OLD MATERIAL.

Old steel axles.....	\$33.00 to \$35.00
Old steel rails.....	26.00 to 27.00
No. 1 wrought.....	30.00 to 31.00
Heavy melting steel.....	20.00 to 21.00
No. 1 machinery.....	21.00 to 21.50
Car wheels.....	21.00 to 22.00
Tramcar wheels.....	20.00 to 21.00
Store plate.....	16.00 to 17.00
Shop turnings.....	11.00 to 12.00
NONPAREIL.....

Postponement of Cut-Over Land Conference.

New Orleans, La., August 4—[Special.]—The presence in Washington of so many of the organization committee, where they were summoned on account of urgent shipbuilding matters, has caused the postponement of the cut-over land conference scheduled for August 2.

Announcement was made today that the organization committee would meet about August 11 and set a new date for the important conference. The Southern Pine Association gave out the news of the postponement, but added: "The successful prosecution of the good work already started will not be militated against by this postponement."

Southern Iron Market Inactive, But Strong—Apprehension in Alabama as to Possibility of Coal Miners' Strike.

Birmingham, Ala., August 6—[Special.]—Very little buying of iron and but few inquiries in hand is the report in the pig-iron market in the South for the week. There is not the least apprehension on the part of the manufacturers from this condition, the strength of the market not being involved, the quotations still being firm and high, \$48 to \$50 for No. 2 foundry, with but little iron obtainable for this year's delivery at the higher price named. Delivery is very steady, and reduction of iron stock very noticeable. If there is no interruption of the deliveries, before long probable make will be all that is considered in the traffic departments. A few sales of small lots of iron, from one to three and four cars, delivery during the next 90 days, were recorded in this district last week and the highest prices obtained, standard iron on a basis of \$50 per ton No. 2 foundry and special analysis and special brand at \$51 to \$51.50 per ton. Some requests have again been received to deliver iron promptly, and one or two requests asked for iron ahead of time. Attention is still being directed to production and delivery, the amount of business on the books warranting full operation for several months to come. There is a belief that before the third quarter of the year is over the buying will have started in again, and then by the end of the year a goodly proportion of the probable make of 1918 will have been disposed of, much iron having been disposed of already for the first half of the coming year.

Home consumption is showing a little improvement, in that some of the foundries and machine shops, besides other plants, are not only working on full time, but in several instances are going day and night. Government contracts, though not yet very extensive, have been received here, and some of them were accompanied with rush instructions. Cast-iron pipe, sanitary pipe and fitting, steel wire nails and structural steel for new work and additions at various Government stations were among the recent purchases in this district, delivery on which is now well in hand. While nothing of a definite nature is given out as to the Government business, there appears to be no apprehension that these demands are going to swamp the industries to the exclusion of the domestic business. This district is shipping considerable quantities of pig-iron to Great Britain and others of the Allies, on orders which were placed last year or the first of this year.

Apprehension is not to be denied as to the possibilities of a strike in the coal-mining section of Alabama this month. The convention of the United Mine Workers of America, Alabama District No. 20, was attended during the past week by about 266 delegates, half of whom were colored men. A report was made by the wage scale

committee asking for recognition of the union, for a wage about the same as now being paid throughout the district, flat rate, for semi-monthly pay days where the same is not now being paid, for the abolition of the contract and subcontract system in the mines, etc. An invitation had been extended previously for a joint conference on Thursday, but instead of attending such a meeting, the Alabama Coal Operators' Association issued announcements to the public of the reception of about 14 new members, some of the larger coal producers of the State, making practically every coal operator of the State a member of the association, and stating positively there would be no recognition of the union, and consequently there would be no meeting in joint conference. Then the miners and mine workers named a policy committee, headed by one of its organizers, William Harrison, and a report declaring intentions of being loyal and patriotic to the country in time of war, etc., but that if on or before August 15 the coal operators did not meet and confer with the United Mine Workers of America, then on August 20 all members of the organization would cease to work, was unanimously adopted. President J. R. Kennamer of the United Mine Workers of America made a strong and passionate address in the convention, following the publication of the announcements of the Alabama coal operators, stating that the membership was not far from being 100 per cent., having a membership now of 22,600 members, and that the public was with them in the controversy. Intimation has been given by the union leaders that the State and Government will be advised and mediators will probably be in the district before the dates mentioned above. The coal operators are firm in their statement that there will be no recognition of the union. In the meantime, there is some effort being made to accumulate a little coal and coke, but without much success, practically every ton of the two products being necessary to care for ordinary demands.

Some comment was to be heard during the last few days on the fact that a board consisting of three disinterested experts, consisting of W. L. Klutz, formerly general manager of the Central Foundry Co., now general manager of the Sheffield Coal & Iron Co.; H. S. Geisner, well-known Birmingham engineer and expert on coal and ore, and Warner Shook, also local expert on coal and ore, has just completed an appraisal of the properties of the Sloss-Sheffield Steel & Iron Co. The statement is made that this appraisal was made for the new president, Waddill Catchings, and new directors in the company, and may be for the purpose of considering some extensive developments. It is known that the Sloss-Sheffield Company intends at a later date to construct a by-product coke-oven plant in the immediate Birmingham district when material and labor are cheaper and more plentiful. It is also known that betterments and improvements on present plants are

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

WOULD BE VALUABLE WAR RAILROAD.

Government Officials Want Washington-Newport News Short Line Built.

It seems not altogether improbable that arrangements may be made for an earlier undertaking of construction of the proposed Washington-Newport News Short Line than has been expected, because there is a desire in United States Government circles at Washington to have the line completed as soon as possible, its possibilities as a short route to the sea being apparent. Concerning this development of interest in the plan, President F. S. Gannon of the company, 55 Liberty street, New York, in answer to an inquiry concerning reported negotiations, writes the MANUFACTURERS RECORD thus: "Certain Government officials are very anxious that the construction of the Washington-Newport News Short Line should be under way as soon as possible. I can see nothing in present conditions to justify such an undertaking at this time. The uncertainties in the financial, industrial and labor markets must pass away, to a certain extent at least, before the project can be put under way."

If the road is essential—as some think—to the Government, it must be built either by the Government or by private capital.

A report from Newport News, Va., on the subject says:

"The United States Government is urging the Newport News & Washington Short Line Railway Co. to immediately construct the proposed road from here to Washington, and has mentioned freight rates which will balance the high cost of construction at this time, according to reliable information received here.

"If the company will not build the road from Newport News to Washington, the Government is anxious that a spur be built from Washington to Indian Head, at which place the Government proving grounds are located.

"Officials of the company now are reported to be arranging a conference with high officials at Washington relative to the matter. Channing M. Ward, chief engineer of the company, was here for a conference with army officers in charge of Government activities in this city.

"While it is not known here just how far negotiations have proceeded, it is reliably reported that bids have been asked on some of the work as a result of recent conferences with Government officials.

"It was estimated about three years ago that the road from here to Washington would cost about \$16,000,000. Persons in touch with the situation say it would cost more than twice that sum.

"The War Department has granted permission for the bridging of the York, Rappahannock and Potomac rivers. More than \$100,000 already has been spent by the company in surveys, and some grading has been done in Grafton, York county, Virginia. Rights of way have been secured through practically every county through which the road will pass. The Newport News Chamber of Commerce has guaranteed rights of way through the city to the small boat harbor property, where the terminals will be located."

FOR RUSHING CANTONMENT WORK.

Official Named to Handle Car Requirements Under Railroads' War Board.

It is announced by the Railroads' War Board that to facilitate the movement and prompt delivery of materials for building the army cantonments it has assigned C. E. Denney, assistant to the president of the Nickel Plate Railroad, to the Quartermaster's Department at Washington, with headquarters at the office of Colonel Littell, where he will keep in touch with the cantonment work and give advance information to the Com-

mission on Car Service of the Railroads' War Board concerning the Government orders and the number of cars needed to fill them.

There are 16 army cantonments and 16 guard camps. All the material for the cantonments will take about 64,000 freight cars. The camps will require about 40,000 carloads, all of which must be moved promptly and without delaying in any way the usual traffic of the railroads.

As a safeguard against delay in deliveries of cars an experienced railroad man has been assigned as a general agent at each cantonment to work in co-operation with the Construction Quartermaster there. These agents will make daily reports on the number of carloads of materials received, the number of cars unloaded and the number left on hand for unloading.

What this team work is accomplishing is already apparent. Within 30 days from the date that the Government placed its first orders for cantonment materials the railroads had delivered more than 12,000 carloads of lumber and other building supplies to the 16 national army cantonments that are to house the first division of men called to the colors by the draft.

Additional trains, loaded to capacity with lumber, brick, piping, wire, poles, water mains and all the other materials needed to construct cities capable of accommodating 40,000 inhabitants, are arriving daily.

Prosperity Along a Southwestern Line.

The St. Louis Southwestern Railway Co.'s report for the year 1916, which has just been issued, says that during the last six months of the calendar year the territory served by the company's lines enjoyed unusual prosperity due to good crops, the high price of cotton and its by-products, as well as the high price of grains; also because the farmers have practiced diversification of crops and have thus produced the greater part of their living on their farms. The opinion is expressed that the nation-wide campaign—in which the company is taking an active interest—to grow more feed and foodstuffs will no doubt be productive of good results during this year's crop season.

The rice crop of Arkansas was the largest and best in the history of that industry, and it was highly profitable to the growers. However, the shipment of a large part of the crop was delayed on account of car shortage and other conditions.

Throughout the territory traversed by the lines of the system there has been a most noticeable continuation of industrial development. Cities, towns and rural communities have undergone substantial improvements, especially as to more and better types of schools, construction of good roads, drainage ditches, etc.

The income statement for the year shows: Railway operating revenues \$13,850,130, increase as compared with the previous calendar year \$2,575,106; operating expenses \$9,318,305, increase \$1,469,515; net revenue from railway operation \$4,531,824, increase \$1,105,591; railway operating income after taxes and uncollectible railway revenue \$3,913,633, increase \$1,089,651; gross income \$5,442,630, increase \$1,490,854; net income \$2,222,164, increase \$1,486,152.

The income statement for the last six months of the calendar year is also presented, because the fiscal year of the company has been changed to the calendar year to correspond with Interstate Commerce Commission requirements. It shows that the railway operating revenues for that period were \$7,906,459, an increase of \$1,625,681 as compared with the same period of 1915; the net revenue was \$3,022,365, increase \$714,161, and the net income was \$1,845,230, increase \$954,709.

Pearl River Valley to Have a Railroad.

Construction of a line 55 miles long from Columbia to Nicholson, Miss., to develop a timber and farming region is proposed by the Pearl River Valley Railroad Co., capital stock \$1,000,000, which has just been chartered and organized at Brookhaven, Miss., where T. Brady, Jr., is its counsel. Nicholson is on the Pearl River at deep water, about 22 miles from the Gulf of Mexico, and it is said that large exports of timber from there would be made. The valley of Pearl River is heavily timbered with hardwoods owned by various lumber companies, according to one of the incorporators

of the railroad company, but there is also much pine timber there, and immediately beyond the eastern boundary of the valley is a large belt of pine awaiting railroad facilities, when it may be gathered. These facilities the line proposes to furnish for the several companies interested in the timber.

The farming lands, including those cut over after lumbering operations, will be adequately drained and irrigated by canals, some of which already exist, and general crops, including various vegetables, are even now grown in abundance. When the railroad provides a means for shipments of farm products to readily reach the markets a much greater activity in agriculture is predicted. The road is not connected, it is stated, either financially or otherwise, with any of the lumber companies.

The officers of the company are R. L. Emery of New Orleans, president; John Stuart Conoley of Chicago, vice-president; W. H. Roberts of Chicago, secretary and treasurer; C. H. Dean of Brookhaven, Miss.; Robert Howell Crosby of Picayune, Miss., and Paul Rowland of Wisconsin. J. E. du Pont, Jr., formerly with the Gulf & Ship Island Railroad, is general superintendent and traffic manager. Temporary headquarters are at the offices of Brady & Dean, Brookhaven.

Baltimore & Ohio Earnings in 1916.

Having changed the company's accounting year to coincide with the calendar year and to conform to the requirements of the Interstate Commerce Commission, the Baltimore & Ohio Railroad has issued its ninety-first report to the stockholders, covering the year ended December 31, 1916. It shows total operating revenues \$116,968,881.68, increase as compared with the year 1915, \$16,251,215.30; total operating expenses \$84,460,294.72, increase \$16,807,692.66; net revenue from railway operations \$32,508,586.96, decrease \$556,477.36. The gross income from the year's operations met fixed and other charges, paid the regular dividends on the preferred and common stocks and left a surplus of \$2,611,608.06 for the twelvemonth.

Freight revenue increased nearly 16 per cent. and passenger revenue nearly 15½ per cent.

The ratio of operating expenses to total revenue was 72.21 per cent.; in the previous year it was 67.17 per cent.

It is to be noted that hereafter the annual reports will be for the calendar year, and also that the statement of Baltimore & Ohio Railroad earnings published last week was for the old fiscal year and only for comparison with the annual report that was issued last fall covering the old company year, which ended June 30. Thus for the twelvemonth ended June 30, 1917, the total operating revenues were \$122,510,852, increase \$10,842,172; total operating expenses \$89,702,619, increase \$10,382,815, and net operating revenue \$32,808,233, increase \$459,357.

Wheat Growing in the South.

The industrial department of the Missouri, Kansas & Texas Railway of Texas has issued Bulletin 102, which treats of the subject "Better Wheat." It tells about the seedbed, the time to plant, soft wheat and hard wheat. It is advised to plow early and deep for winter wheat, the time of planting in the South ranging from September 15 to November 15. Farmers are warned against sowing a mixture of hard and soft wheat, it being preferable to sow either all hard or all soft wheat. Besides, hard wheat should be sown on hard land and soft wheat on soft land. The climate of the South produces the soft, plumper kinds of wheat best, it is said, and a bushel of pure wheat makes more loaves of bread than a bushel of mixed wheat.

A Year's Use of Coal by Railroads.

Figures compiled by C. E. Leshner of the United States Geological Survey, Interior Department, show that 136,000,000 tons of bituminous coal, 6,735,000 net tons of Pennsylvania anthracite and 22,950 tons of coke were used by the railroads in the United States in 1916. The increase in the quantity of bituminous coal used by the railroads in 1916 was 14,000,000 tons, which was 11.5 per cent. more than in 1915. The in-

crease in the consumption of anthracite by the railroads was but 535,000 net tons, or 8.5 per cent. There was an increase in railroad consumption of nearly 4,000,000 tons of coal from Illinois, about 2,800,000 from Ohio and of 4,800,000 from West Virginia. The quantity of coal from Pennsylvania used by the railroads decreased nearly 3,000,000 tons.

The quantity of bituminous coal used by the railroads in the Eastern district increased from 56,500,000 to 62,700,000, or 11 per cent. The increase in the Southern district was from 22,000,000 to 23,300,000, or 5.1 per cent., and in the Western district from 43,500,000 to 50,000,000, or 15 per cent. The total quantity of bituminous coal used by the railroads was about 27 per cent. of the total production, as against 28 per cent. in 1915. The Pennsylvania anthracite used by the railroads in 1916 was 7.7 per cent. of the total anthracite produced, and the combined bituminous and anthracite used, 142,735,000 tons, was 24 per cent. of the output, the same as in 1915.

A Patriotic Railway Bulletin.

The Railroads War Board, special committee on national defense of the American Railway Association, Atlanta district subcommittee on car service, has issued a bulletin, which, to emphasize its national and patriotic character, is printed in red, white and blue, calling the attention of the public to fully load and promptly handle freight cars. It says that the load put in all cars, including coal and stone, averages only 43 per cent. of their average capacity, so that 57 per cent. of the facilities now available are not being used. The greatest waste is in box cars.

"This appalling economic waste," continues the circular, "due mainly to so-called 'commercial conditions' or conveniences of the trade, is a tremendous extravagance in time of peace. In war it is a crime."

On the back page of the bulletin is a large shield in the national colors bearing in its center a reproduction of the President's proclamation of April 15.

E. W. Sandwich is chairman, and E. G. Hitt, general secretary, of the Atlanta subcommittee.

Regular Service in September.

Frank Trumbull, chairman of the board; Geo. W. Stevens, president, and other officials of the Chesapeake & Ohio Railway System last week made an inspection of the new extension to Waverly, Ohio, which was recently described in the MANUFACTURERS RECORD, and which is to be opened for regular traffic about September 1. Heavy rains last month delayed completion of the line somewhat, for it had been expected to put it in use August 1 or soon thereafter. The extension is 30 miles long from near Limeville, Ky., to Waverly, where connection is made with the Norfolk & Western Railway, whose tracks are used under an agreement from there to Columbus, where connection is made with the Hocking Valley Railroad, which the Chesapeake & Ohio controls. The principal feature of the extension is the big bridge over the Ohio River, which cost about \$1,500,000.

Increased Earnings of the Railroads.

The monthly report of revenues and expenses of steam railroads in the United States by the Bureau of Railway Economics, Washington, says that the net operating income of the roads for May, 1917, was \$4 per mile more than it was in May, 1916, or 1.1 per cent. The total operating revenues were \$345,773,079; increase, \$44,727,367; operating expenses, \$238,682,879; increase, \$41,272,388; net operating revenue, \$107,090,200; increase, \$3,454,979; net operating income after taxes, \$92,079,548; increase, \$1,147,753. This statement is based on 230,905 miles of operated line, or about 90 per cent. of the steam railway mileage.

On the railways of the Southern district operating revenues per mile increased 15.5 per cent., on the Eastern railways 11.4 per cent. and on the Western railways 18.4 per cent.

Industrial Expansion Along B. & O. Lines.

There was a large industrial development along the lines of the Baltimore & Ohio Railroad system, according to the annual report for 1916, which has just been

issued, there having been located 265 new industries, requiring side-track connections, these including 33 coal developments, all of which work was accomplished through the commercial development department of the railroad. This department assists shippers in developing their plants, in broadening their markets and in economically conducting their operations.

International & Great Northern's Fine Year.

The International & Great Northern Railway Co. shows fine increases in its statement for the year ended June 30, 1917, as compared with the previous year. Operating revenue \$11,819,827, increase \$2,399,536; operating expenses \$8,143,558, increase \$804,334; net revenue \$3,676,268, increase \$1,595,202; operating income after taxes, etc., \$3,254,323, increase \$1,593,916; gross income \$4,145,368, increase \$1,953,817; net income \$2,854,286, increase \$1,695,377; surplus after interest deductions \$1,322,605, increase \$1,615,675.

Western Maryland's Statement.

The Western Maryland Railway Co. has issued its statement for the first six months of 1917, showing revenues of \$6,318,958, increase as compared with the same period of last year \$793,927; expenses \$4,599,166, increase \$1,062,059; net revenue \$1,719,791, decrease \$268,132; operating income after taxes \$1,500,791, decrease \$302,392.

Bought in by Bondholders.

The Pine Bluff, Sheridan & Southern Railway, a line 14 miles long from Sheridan, Ark., on the Missouri Pacific Railway, to Saline River, was sold at receiver's sale last week to J. F. McIntyre & Sons of Pine Bluff, Ark., who will operate it in connection with their lumber mill. They were bondholders of the road. E. S. McCarty is receiver and general manager.

Southern Railway Co.'s Year.

The Southern Railway Co. reports for the 12 months ended June 30, 1917, gross revenue, \$81,388,325; increase as compared with June 30 of last year, \$10,281,587; operating expenses, taxes and uncollectible railway revenue, \$57,056,872; increase, \$7,328,607; which leaves net income as \$24,331,453.

Electric Signals for Suburban Line.

The United Railways & Electric Co. of Baltimore is installing automatic electric signals upon its suburban line to Sparrows Point and Bay Shore Park, Md. There will be 54 stations.

No Government Reward for Potash Discoveries

The Government has offered no reward to the discoverer of deposits of soluble potash. When it is realized that soluble potash is now selling in the United States for ten times the price asked for it before the outbreak of the European war, and that no more than one-twentieth of the amount commonly used before the war is now produced in this country, it will be seen that the Government has no need to offer a reward. The discovery of commercial amounts of soluble potash is its own reward.

Poster Bulletins to Encourage Food Production.

The University of Missouri College of Agriculture has received requests from a bill-posting concern operating in Alabama for poster bulletins issued by the College of Agriculture. The company wishes to display these posters on the bulletin boards in Eufaula, Ala., merely for patriotic reasons, with the hope of increasing food production. These posters have been distributed throughout Missouri to banks, schools, railroad stations and various other public places.

Good Roads and Streets

SOUTHERN HIGHWAY ACTIVITIES.

Bonds Voted.

Benton, Mo.—Scott county voted \$750,000 bonds for constructing 250 miles of hard-surfaced highways.

New Madrid, Mo.—New Madrid county voted \$850,000 bonds for constructing roads.

Ocala, Fla.—Marion county voted \$75,000 bonds for road construction.

Palm Beach, Fla.—Town voted \$50,000 bonds for street and other improvements.

Bonds to Be Voted.

Hendersonville, N. C.—City plans to issue \$180,000 bonds for additional street paving, probably with asphalt.

Contracts Awarded.

Amarillo, Tex.—City awarded contracts for 12,000 square yards of vibrolithic paving, 12,000 square yards of asphaltic concrete paving and 12,000 square yards of brick paving, all with accompanying curbs and gutters.

Annapolis, Md.—Anne Arundel county awarded a \$12,600 contract for road surfacing and a \$20,000 contract for constructing concrete roadway.

Caruthersville, Mo.—City awarded a \$89,674 contract for paving streets.

Fort Myers, Fla.—Lee county awarded \$200,000 contract for 43 miles of road construction, with 80 concrete bridges and culverts.

Gadsden, Ala.—City awarded \$15,000 contract for paving, curbing and guttering.

Galveston, Tex.—City awarded a contract for 27,000 square yards of shell street paving.

Williamson, W. Va.—Mingo county awarded a contract for constructing 35 miles of earth road.

Contracts to Be Awarded.

Alexandria, La.—Rapides parish will expend \$180,000 for road construction.

Augusta, Ark.—Woodruff county invites bids until August 16 for 8½ miles of bituminous macadam road construction.

Baltimore, Md.—City invites bids until August 15 for 8960 square yards of granite block paving and curbing on streets and alleys.

Charleston, Mo.—Mississippi county has \$425,000 available for expenditure upon the construction of 50 miles of gravel roads, with accompanying bridges, the amount named being inclusive of \$325,000 bonds recently voted.

Farmville, Va.—City invites bids until August 28 for constructing 4500 square yards of concrete, brick or asphalt block pavement, with curbs and gutters.

Forrest City, Ark.—St. Francis county has plans for road construction estimated to cost \$195,000.

Holdenville, Okla.—Hughes county receives bids until August 11 for constructing 17 miles of dirt highway.

Jefferson City, Mo.—State Highway Department will supervise the construction of 5000 miles of highways upon which more than \$10,000 will be expended during the next four years.

Munford, Tenn.—City has \$5000 available for constructing 2 miles of streets and sidewalks.

Missouri to Build 5000 Miles of State Roads.

The State Highway Department of Missouri, created by the 1917 Legislature, will supervise the construction of 5000 miles of State roads, the system to extend into each of the 114 counties in this State. Brick, concrete, bitulithic, rock, gravel and oiled earth road projects will be embraced in the system.

The State road fund of Missouri is made up of the revenues from the sale of option stamps, fee charged for the registration of corporations and fees charged for the registration of automobiles. The \$2,500,000 apportioned to Missouri by the Federal Government to be expended during the next four years in the construction of roads will be matched by the State, and this

money will in turn be matched by the counties or civil subdivisions, so that Missouri will have more than \$10,000,000 for road work during the next four years. The increase in automobile registration fees will materially increase this amount.

Indicative of the activities of Missouri counties in good roads construction is the recent voting by Mississippi county, by a 10 to 1 majority, of a \$375,000 bond issue for road and bridge purposes.

In developing road building plans a working arrangement has been perfected by the State Highway Board and the State Prison Board which will make it possible for counties in Missouri to use convicts on public roads to advantage.

Freeport in Move for Good Roads.

Freeport, Tex., August 5—[Special.]—A local organization committee for good roads in the Freeport (Tex.) district has prepared a petition which will be presented to the Commissioners' Court of Brazoria county, Texas, August 13, asking for an election determining whether \$200,000 bonds shall be voted in Freeport road district No. 23 to construct and maintain paved roads in the district.

The bonds, if voted, will fall due serially over a period of 20 years, and will bear 5½ per cent. interest. The road district contemplated will be bounded by the mouths of the Brazos and Bernard rivers and Jones' Creek; up Jones' Creek, which meanders to a point about eight miles west of Freeport, then to the Brazos and thence down this stream to its mouth.

Much interest is being manifested in the movement, and five times the requisite number of names are signed to the petition for the election, and it is stated that there is a possibility of the election being carried without a dissenting vote. The district includes the town of Freeport and the sulphur mine property three miles southwest of the town. It is further contemplated that the roads will be built of shell and gravel, with tarvia or asphalt surface treatment.

Road Contract Awarded at \$200,000.

Contract has been awarded at about \$200,000 for constructing roads in the Caloosa Valley Good Roads District of Lee county, Florida. The Lee county commissioners, county-seat at Fort Myers, have awarded this contract to Trapp & Fraser at Fort Myers, the plans providing for the construction of 43½ miles of highway, with 89 concrete bridges and culverts.

Highways Bonds for \$750,000.

Bonds to the amount of \$750,000 have been voted for constructing roads in Scott county, Missouri. The Scott County Commissioners, county-seat at Benton, propose to arrange for 230 miles of hard-surfaced highways after the bonds have been voted.

Road Bonds for \$850,000 Voted.

Bonds for \$850,000 will be issued by New Madrid county, Missouri. The County Commissioners, county-seat at New Madrid, will arrange for selling these bonds so that arrangements can be completed for building the highways.

MINING

NEW KENTUCKY COAL DEVELOPMENT.

To Include Town Development Costing \$1,900,000.

Extensive boundaries of coal land in Harlan and Letcher county, Kentucky, have been purchased and will be developed by the United States Coal & Coke Co. of Gary, W. Va. The properties are to be equipped with mining plants for the production of coal which will be consumed by the company in its coke ovens at Gary, Ind.; South Chicago, Ill., and Joilet,

Ill., to which cities the output will be shipped from the Kentucky mines. In connection with the improvements necessary for the development will be the establishment of a complete mining town, and it is rumored that the investment for this entire Kentucky enterprise will approximate a \$3,000,000 investment.

Howard N. Eavenson of Gary, W. Va., the corporation's chief engineer, wires the MANUFACTURERS RECORD that 20,000 acres will be developed, the installation of machinery to be driven by electric power for a daily capacity of 10,000 tons of coal, and that the cost of the town development will be \$1,900,000.

The town facilities will include water supply, electric lighting, sewer system, streets, sidewalks, model tenement cottages, schools, community clubhouses, amusement halls, playgrounds, restaurants, moving-picture theaters, etc., for the comfort and convenience of the miners, of whom it is expected that 2000 will be employed by the completed plant.

Rogers Bros. Coal Co.

Organization has been effected by the Rogers Bros. Coal Co. of Pikeville, Ky., the capitalization being \$600,000. The officers are: President, Fon Rogers, president of the Pikeville National Bank; vice-president, J. L. Rogers of Greenville, Ky.; treasurer and general manager, Lon Rogers of Ashland, Ky. This corporation has acquired the property of the Lam Coal Co. at Bevier, which will be increased to a daily capacity of 1250 tons of coal; also the Kewanee Coal Co. property near Pikeville, where a daily output is contemplated of 600 tons within 90 days. It is developing a tract of coal land at Jenkins, Ky., and has acquired other coal lands, including the Williamson tract of 4000 acres on the Tug River, in the Eastern Kentucky field. This will be developed next year.

New \$500,000 Coal Company.

Organization has been effected by the Omar Coal Co., incorporated with \$500,000 capital. The officers are: H. C. Jones, president; A. J. Dalton, vice-president; J. A. Kelley, secretary; E. C. Bearss, treasurer and general manager; all of Huntington, W. Va. This company has acquired 200 acres of coal land, including eight openings, in Logan county. It has a tippie and plans a daily loading capacity of 40 cars of coal.

Buffalo-Thacker Coal Co.

Eight hundred acres of coal land at Chattaroy, W. Va., will be developed by the Buffalo-Thacker Coal Co., recently incorporated with a capitalization of \$550,000. The company now has a mine equipped with a daily capacity of 600 tons of coal, and it will probably increase this amount by 300 to 400 tons within 60 days, making the total daily capacity 1000 tons. It has organized with the following officers: L. R. Reese, president, J. W. Lawton, vice-president; S. T. Bousman, secretary; G. M. Simms, treasurer; all of Huntington, W. Va.

To Mine North Carolina Pyrites.

A. C. Jones of Gastonia, N. C.; Frank Ellington of Huntington, W. Va., and Roy Redie Gratz of Kentucky will develop North Carolina pyrites property. They have incorporated the Federal Pyrites Co. of Gastonia with \$250,000 capital.

Big Coal Mining Corporation.

West Virginia coal properties are to be developed by the Rooting Creek Coal Co., capital \$250,000, which has been incorporated by B. B. Jarvis, C. A. Osborn, D. J. Carter and associates, all of Clarksburg, W. Va.

A course in concrete for industrial arts, vocational and agricultural teachers has been arranged for the George Peabody College of Teachers Summer School, to be held at Nashville, Tenn., August 13 to 31, inclusive.

TEXTILES

Cherokee Spinning Co.

The production of fine combed yarns will be begun by September 15 by the Cherokee Spinning Co. of Knoxville, Tenn. This company's mill is being erected in accordance with details heretofore announced. Its building is 132x208 feet, one story and basement, of mill construction, with steel sash, the Gallivan Building Co. of Greenville, S. C., being the contractor. The machinery will include 5000 spindles to spin 60's 2-ply combed peeler yarn. It is being furnished by the H. & B. American Machine Co., Pawtucket, R. I., with the exception of the combing equipment, which is being supplied by the Whitin Machine Works, Whitinsville, Mass. About 300 electric horse-power will be used, and the mill's weekly capacity will be 6000 pounds of yarn, with about 100 people employed. J. E. Sirrine, Greenville, S. C., is the company's architect-engineer, and M. B. Melendy is its president and general manager.

To Weave Denim in Florida.

Two thousand yards of denim is the daily output proposed for a mill which the C. H. Heilig Company, York, Pa., plans to build at Pinellas Park, Fla. This enterprise is to be capitalized at \$200,000. It will include an equipment of 5000 spindles, 200 automatic looms, dyeing and finishing equipment.

Textile Notes.

An increase of capital to \$350,000 has been authorized by the Trenton Cotton Mills of Gastonia, N. C.

An increase of capital from \$100,000 to \$200,000 has been decided upon by the Ethel Cotton Mills of Selma, N. C.

W. O. Burgin, Lexington, N. C., contemplates forming a company to establish a knitting mill, and wants to correspond with manufacturers of knitting equipment.

G. H. Lanier, W. C. Lanier, E. J. Collins, R. B. Dixon and others have incorporated the Chinnabee Valley Mills, Talladega, Ala., with a capitalization of \$200,000.

The Everlasting Fabrics Co. has been incorporated with a capital of \$50,000 and these officers: T. L. Cant, president; J. B. Perkins, vice-president; Terrell Covington, secretary-treasurer; all of Pensacola, Fla.

A daily capacity of 600 dozen pairs of men's half-hose has been decided upon for the knitting mill lately mentioned as to be established by the J. E. Latham Company of Greensboro, N. C. This company has suitable buildings and will invest \$100,000 for building improvements, mill machinery, etc. It plans to install bleaching, dyeing and finishing equipment, negotiations for this machinery being in progress.

Louisiana and Texas Furnish Most of Sulphur.

More than 98 per cent. of the native sulphur now produced in the United States comes from deposits in Louisiana and Texas, according to Philip S. Smith of the United States Geological Survey, Department of the Interior, but deposits of sulphur that have been or might be productive occur in Wyoming, Nevada, Utah, California, Colorado, Oregon and Alaska.

Louisiana and Texas apparently produce enough sulphur to supply even an extraordinary demand, for the combined output of these two States, although the production has not been vigorously pushed, has so greatly exceeded the amount sold that large stocks of sulphur have been accumulated.

Window Glass Factory for Fairmont.

Window glass will be manufactured at Fairmont, W. Va., by C. L. Shaver and associates, who have chartered a \$150,000 company to operate the plant. Urban Schmidt and V. E. Teeter are among the incorporators, the incorporation being known as the Fairmont Window Glass Co.

Construction Department

IN ORDER TO FOLLOW UP

Properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY

The MANUFACTURERS RECORD seeks to verify the items reported in its Construction Department by full investigation. It is often impossible to do this before the item must be printed or else lose its value as news, and in some items it is found advisable to make statements as "reported" or "rumored," and not as positive information. If our readers will note these points they will see the necessity of the discrimination. We are always glad to have our attention called to errors that may occur.

HOW TO ADDRESS

The name of one or more incorporators of a newly incorporated enterprise should always be written on letter addressed to the official headquarters or to the town of the parties sought, as may be shown in the item. Sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. By following these general directions the post-office will generally be enabled to deliver your mail promptly, although it is inevitable that some failure by the postal authorities to deliver mail to new concerns will occur, as our reports are often published before new companies are known and before they have any established office for the receipt of mail.

WRITE PERSONAL LETTERS

In communicating with individuals and firms reported in these columns a letter written specifically about the matter reported will receive better and quicker attention than a circular. In most instances a return postal card or addressed and stamped envelope should be enclosed with letter.

In correspondence relating to information published in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

DAILY BULLETIN

The Daily Bulletin of the Manufacturers Record is published every business day in order to give the earliest possible news about new industrial, commercial, building, railroad and financial enterprises organized in the South and Southwest. It is invaluable to manufacturers, contractors, engineers and all others who want to get in touch at the earliest moment with new undertakings, or the enlargement of established enterprises. The subscription price is \$25 per year.

All advertising contracts in the Manufacturers Record for three months or longer include a subscription to the Daily Bulletin for the contract period, as well as a subscription to the Manufacturers Record.

BRIDGES, CULVERTS, VIADUCTS

Ala., Atmore.—Gulf, Florida & Alabama Ry. Co., R. Y. Patterson, Ch. Engr., Pensacola, Fla., will build 3000-ft. pile trestle in connection with railroad construction.

Fla., Bradentown.—Bridge Dist., comprising Bradentown and Palmetto, voted \$60,000 bonds to construct bridge across Manatee River from foot of Florida Ave. in Bradentown to foot of Lemon Ave. in Palmetto; former city to contribute \$45,000 and latter \$15,000. Address The Mayor of Bradentown or Palmetto. (Lately noted to vote.)

Fla., Palmetto.—City, W. E. Mann, City Clerk, voted \$15,000 bonds for bridge construction.

Ga., Calhoun.—Gordon County Comms. let contract Austin Bros., Atlanta, Ga., to construct steel draw bridge across Oostanaula River; length 250 ft.

Mo., Kansas City.—Jackson County Court, Independence, Mo., let contract J. W. Phillips, Kansas City, at \$4,464.90 to construct reinforced concrete girder bridge over Sal Creek on Sal-a-Bar Rd., 1 mi. west of Grain Valley; O. L. Sheley, County Surveyor and Highway Engr., Independence. (Lately noted.)

Okla., Checotah.—McIntosh County Commissioners, Eufaula, Okla., let contract Mid-Western Ditch Co. of Kansas City, Mo., at \$150,000, to construct Jefferson Highway bridge over South Canadian River; length 2900 ft.

W. Va., Blacksville.—Blacksville & Western R. R. Co., Chas. A. Goodwin (Pres.), R. E. Kerr of Morgantown, W. Va., and others interested, will build bridge, about 120-ft. span, in connection with 4-mi. railway to be built from Blacksville to Brava, Pa.

W. Va., Fairmont.—City let contract to John F. Casey Co., Pittsburgh, Pa., to build South Side bridge across Coal Run; contract is on cost plus basis, probably \$150,000; reinforced concrete structure; 3 arches, each having clear span of 116 ft.; plans and specifications, also supervision of construction, by Concrete Steel Engineering Co., Park Row Bldg., New York. (Bids lately noted.)

W. Va., Point Pleasant.—Baltimore & Ohio R. R., H. A. Lane, Ch. Engr., Baltimore, will construct bridge across Great

Kanawha River; filed plans for approval with U. S. Engr. at Wheeling.

CANNING AND PACKING PLANTS

N. C., Raleigh.—E. C. Duncan, Claude B. Barbee, F. W. Mahler and others organized company with \$100,000 capital; will build packing plant.

COAL MINES AND COKE OVENS

Ala., Dora.—J. R. Baird Coal Co., capital \$2000, incptd. by J. R. Baird, C. I. Jones and Lottie Jones.

Ala., Jasper.—Southern Fuel Co., capital \$6000, incptd. by J. S. Freeman, W. S. Freeman, T. L. Long and others.

Ky., Calvin.—Calvin Coal Co., capital \$10,000, incptd. by James A. Hurst, G. W. Hengst and E. N. Ingram.

Ky., Harlan.—Mine Run Coal Co., capital \$3000, incptd. by J. M. Gregory, A. M. Gregory and M. J. Kinser.

Ky., Harlan and Letcher Counties.—United States Coal & Coke Co., Howard N. Eavenson, Ch. Engr., Gary, W. Va., purchased extensive boundary Harlan and Letcher county coal land; mine coal for own use; install mining plants; ship product to own coke ovens at Gary, Ind.; South Chicago, Ill., and Joliet, Ill.; improvements to include complete mining town; rumors state \$3,000,000 will be invested for these developments.

Engr. Eavenson wires Manufacturers Record. Develop 20,000 acres; daily capacity 10,000 tons coal; all equipment driven by electric power; cost of town development, \$1,900,000.

Ky., Hazard.—Black Diamond Elkhorn Coal Co., capital \$30,000, incptd. by George E. Sautley, W. R. Raney and F. M. Denham.

Ky., Jackson.—Yerkes Coal Co., capital \$3000, incptd. by W. W. Pearyhouse, J. H. Broom and Elmer S. Caywood.

Ky., Layman.—Layman Coal Co., capital \$3000, incptd. by J. M. Saylor, John J. Howard and H. M. Osborne.

Ky., Madisonville.—Gordon Mining Co. increased capital from \$30,000 to \$60,000.

Ky., Martin County.—Buck Branch Coal Co. organized; D. E. Hewitt, Pres.; R. A. Morris, V.-P. and Constr. Engr.; A. M.

Hewitt, Secy.-Treas.; all of Huntington, W. Va.; purchased 350 acres; daily capacity 250 tons. (See Machinery Wanted—Mining Equipment.)

Ky., Pikeville.—John A. Bentley Coal Co., capital \$10,000, incptd. by John A. Bentley, James McBray and Juanita Bentley.

Ky., Pikeville.—Rogers Bros. Coal Co., Pikeville, Ky., advises Manufacturers Record: Lately organized with \$600,000 capital stock; Fon Rogers (Pres. Pikeville National Bank), Pres.; J. L. Rogers, Greenville, Ky., V.-P.; Lon Rogers, Ashland, Ky., Treas. and Gen. Mgr.; acquired property of Lam Coal Co. at Bevier; will improve and extend, making capacity 1250 tons daily; also acquired Kewanee Coal Co. property, south of Pikeville, and contemplates daily output of 600 tons within 90 days; developing tract at Jenkins, Ky.; acquired other coal lands; in July purchased Williamson tract (in Eastern Kentucky field) of 4000 acres on Tug River, 2 mi. north of Williamson; contemplates development of the latter tract next year.

Ky., Prestonsburg.—Middle Creek Coal Co. organized with H. Harris, Pres.; G. P. Archer, V.-P.; Geo. B. Archer, Secy.-Treas.; W. S. Wells, Mgr.; operates plant with daily output 700 to 800 tons; machinery supplied; developing 440 acres. (Lately noted incptd., capital \$150,000.)

Ky., Prestonsburg.—Cumberland Coal & Coke Co., capital \$25,000, incptd. by E. M. Brown, J. K. Wells and W. W. Brown.

Ky., Versailles.—Woodford Coal & Feed Co., capital \$4000, incptd. by Louis G. Nash, C. R. Ryle and Field McLeod.

Tenn., Dunlap.—C. F. Crane Co. organized to develop 1000 acres coal land in Sequatchie Valley.

Va., Crewe.—Mary Helen Coal Corp. increased capital from \$200,000 to \$1,000,000.

W. Va., Beckley.—Piney Pocahontas Coal Co., Box 1306, Charleston, W. Va., organized; Otto J. Cox, Pres.; C. O. Messenger, V.-P. and Mgr.; E. M. Cox, Treas.; Roy Cox, Secy.; purchased 950 acres for development; daily capacity 100 tons.

W. Va., Cassie.—Salbray Coal Co., capital \$5000, incptd. by Randolph Salmons of Cassie, Everett E. Leftwich and Grace W. Calhoun of Williamson, W. Va., and others.

W. Va., Charleston.—Gauley Coal Sales Co., capital \$50,000, incptd. by T. A. Dietz, U. G. Thomas, R. O. Thomas and others.

W. Va., Chattahoochee.—Buffalo-Thacker Coal Co. organized; L. R. Reese, Pres.; J. W. Lawton, V.-P.; S. T. Bousman, Secy.; G. M. Simms, Treas., all of Huntington, W. Va.; develop 800 acres; has mine equipped for daily output 600 tons coal; probably increase by 300 to 400 tons within 60 days, making daily capacity 1000 tons. (Lately noted incorporated with \$550,000 capital.)

W. Va., Charleston.—Sequel Coal Co., capital \$50,000, incptd. by W. E. Wright of Charleston, W. C. Delaney of St. Albans, W. Va.; J. W. McGuire, Toledo, O., and others.

W. Va., Clarksburg.—Rooting Creek Coal Co., capital \$250,000, incptd. by B. B. Jarvis, C. A. Osborn, D. J. Carter and others.

W. Va., Clarksburg.—Jay Lee Coal Co., capital \$5000, incptd. by J. L. Horner, Lyle B. Horner, John Koblegard, Jr., and others.

W. Va., Goodwill.—Elkhorn Seam Collieries Co., capital \$150,000, incptd. by Jarlus Collins, Chas. W. Freeman, Eugene E. Hartsook, all of Bramwell, W. Va., and others.

W. Va., Huntington.—Bituminous Coal Land & Engineering Co., capital \$50,000, incptd. by Karl F. Schoew, Irving Estler, S. M. Garwood and others.

W. Va., Huntington.—Bartram Fork Coal Co., capital \$25,000, incptd. by E. O. Young, S. H. Bowman, Lawrence P. Miller and others.

W. Va., Lester.—Lester Coal Co. organized; A. G. Meade, Beckley, W. Va., Pres.; M. F. Genmore, V.-P. and Mgr.; B. J. Shumate, Secy.; F. F. Kidd, Treas.; develop 60 acres. (Lately noted incptd., capital \$25,000.)

W. Va., Madison.—Browning Eagle Coal Co., capital \$20,000, incptd. by J. K. Browning, Reese S. Browning, Noah W. Browning and others.

W. Va., Morgantown.—Chaplin Collieries Co., capital \$100,000, incptd. by Jno. L. Keener, B. M. Chaplin, C. C. Brown and others.

W. Va., Morgantown.—Hill Crest Coal Co., capital \$50,000, incptd. by J. H. McDermott, F. M. Lucas, R. P. Posten and others.

W. Va., Mount Hope.—Fayette Smokeless Fuel Co., capital \$100,000, incptd. by T. H. Snyder, M. F. Triplett, A. G. Kirtley and others.

W. Va., Omar.—Omar Coal Co., main offices 720 First National Bank Bldg., Huntington, W. Va., incptd. with \$500,000 capital; H. C. Jones, Pres.; A. J. Dalton, V.-P.; J. A. Kelley, Secy.; E. C. Bearss, Treas. and Gen. Mgr.; all of Huntington, W. Va.; acquired 200 acres coal land, including 8 openings, in Logan County; has tipples; plans daily loading capacity of 40 cars.

W. Va., Piedmont.—Hoffa Ross Coal Co., capital \$10,000, incptd. by Thos. D. Campbell, Arthur P. Hoffa and Wm. Hyde, all of Barton, Md., and others.

W. Va., Plus.—Mining & Fuel Co., capital \$5000, incptd. by C. H. Smith and J. R. Smith of Plus, C. E. Smith of Chelyan, W. Va., and others.

W. Va., Sharlow.—Sharlow Gas Coal Co. incptd. by J. L. Caldwell, Wm. J. Harrie, Thos. F. Bailey, Jr., H. A. Ziller, D. C. Schonhol, each of Huntington, W. Va., and J. O. Bledsoe, St. Albans, W. Va.; capital \$150,000; purchased Sharlow Coal Co.; double capacity of plant.

W. Va., Webster Springs.—Easy Coal & Coke Co., capital \$25,000, incptd. by W. M. Kiernan, Amos Cogar, E. S. Cutlip and others.

CONCRETE AND CEMENT PLANTS

Tenn., Maryville.—Concrete Products.—Chas. E. Johnson & Bro. of Etowah, Tenn., purchased factory building and will equip to manufacture concrete products.

COTTON COMPRESSES AND GINS

Ark., Dermott.—Farmers Gin Co., capital \$10,000, incptd.; G. W. Lambert, Pres.; E. P. Remley, V.-P.; W. E. Lephew, Secy.-Treas.

Fla., Brooksville.—D. E. Hurst & Co., H. H. Hurst, Mgr., will erect 40x100-ft. ordinary construction building; install long and short staple cotton gin, also gird and feed mill equipment; cost of machinery, \$250. (See Flour, Feed and Meal Mills.)

Fla., Ocala.—Ocala Ginning Co. organized by A. C. Cobb, Hugh Nichols and A. A. Mathews; build cotton gin; corrugated iron; electric power; gin long and short staple cotton; constructing \$200 building; machinery cost \$2500.

Fla., Zephyrhills.—Cotton Growers' Assn., Peter E. Bobb, Secy., contemplates installation of long staple cotton gin and power. (See Machinery Wanted—Cotton-ginning Machinery.)

Tenn., Trezevant.—Farmers & Merchants' Gin Co. organized by Steve Cole of Milan, Tenn., and others; build cotton gin.

COTTONSEED-OIL MILLS

Ga., Grantville.—Grantville Cotton Oil Co. organized with W. A. Bohannon, Pres., La Grange, Ga.; E. M. Camp, V.-P., Moreland, Ga.; Elgin Stallings, Secy.-Treas., Grantville; operate cottonseed-oil mill; also install feed mill to grind corn, hay, etc. (Lately noted incptd. with \$36,000 capital.)

Ga., Macon.—Buckeye Cotton Oil Co. let contract to H. B. Hoppendietzel Co., Macon, to erect addition to feed building; brick construction; Carey roofing; concrete floor; 1-story.

Tex., Vernon.—Vernon Cotton Oil Co. increased capital from \$75,000 to \$250,000.

DRAINAGE SYSTEMS

N. C., Winston-Salem.—Forsyth County Drainage Dist. No. 1 elected Board of Drainage Comms. comprising N. L. Cranford, W. B. Stafford and Clevo A. Kimmel; Comms. will organize, issue bonds and proceed with construction of about 29 mi. drainage ditches; surveys previously made and ordered for parts of Middle Fork, South Fork and Muddy Creeks in Forsyth, also short distance in Davidson County.

Fla., Tallahassee.—Comms. Everglades Drainage Dist., F. C. Elliott, Chief Drainage Engr., will excavate section in Caloosahatchee River.

chee Canal, between La Belle and Citrus Center; bids until August 30. (See Machinery Wanted—Excavation.)

ELECTRIC PLANTS

Ala., Mobile.—Mobile Electric Co. contemplates extending transmission system to Blakely and Pinto Islands to furnish electricity to various industrial enterprises; cost \$20,000.

Ark., Fort Smith.—Fort Smith Light & Traction Co. will construct \$250,000 power plant, either on site of present power-house on Arkansas River front or on Poteau River in Le Flore County, Okla.; capacity 5000 H. P.; plans to improve and enlarge present plant so that 2 plants will furnish 10,000 H. P.; construct transmission system to Alma to furnish power to Citizens' Electrical Co. having franchises in Alma, Mulberry and Ozark; also building transmission system carrying 33,000 volts to Greenwood to supply Coal District Power Co. with power for coal mines of that district.

Fla., Palm Beach.—Town voted \$50,000 bonds to improve lighting system, etc. Address Town Clerk. (See Road and Street Work.)

Ky., South Portsmouth.—Government will build power-house at Dam No. 31, Ohio River; bids at U. S. Engr. Office, Cincinnati, Ohio, until Aug. 31; information on application.

N. C., High Point.—City is considering installation of electric generating plant to maintain electric-lighting system; now purchasing power. Address The Mayor.

Okla., Erick.—City issued \$25,000 bonds to build electric-light plant. Address The Mayor.

Okla., Newkirk.—Newkirk Electric Light Co. will rebuild plant destroyed by storm.

Okla., Woodward.—City will vote on \$32,000 bonds to improve electric-light system. Address The Mayor.

N. C., Southport.—City will build power plant; let contract to Fairbanks, Morse & Co. of Atlanta, Ga.; this is connection with city's contract to supply Fort-Caswell with water.

Tenn., Columbia.—Columbia Water & Light Co. will repair plant damaged by explosion; install engine and generator.

W. Va., Marlinton.—City voted \$20,000 bonds to purchase electric-light and water plants. Address The Mayor. (Lately noted to vote.)

FERTILIZER FACTORIES

Fla., Frost Proof.—C. W. Brown contemplates incorporation of company to manufacture fish scrap fertilizer, oil and glue. (See Machinery Wanted—Dryers.)

Fla., Ocala.—Commercial Lime Co., capital \$50,000, inceptd.; R. S. Hall, Pres.; D. E. McIver, V.-P.; G. W. Neville, Secy.-Treas.

N. C., Greensboro.—Swift & Co. of Chicago let contract A. D. O'Brien of Wilmington, N. C., to erect fertilizer factory; cost \$40,000 to \$50,000; C. B. Hester has subcontract for excavation.

Va., Norfolk.—F. S. Royster Guano Co. purchased 25 acres on eastern side of Southern Branch of Elizabeth River; build plant for dry mixing of fertilizer; advises Manufacturers Record: Let contract to D. J. Rose, Rocky Mount, N. C., for 140x400-ft. mill-construction building; P. S. Gilchrist, Constr. Engr., Charlotte, N. C.

FLOUR, FEED AND MEAL MILLS

Ala., Carrollton.—Company organized, capital stock \$10,000, to erect warehouse for farm products; brick construction; contain power corn sheller and probably velvet bean mill; also erect annex for sweet potato curing. Address Food Preparedness Bureau, T. P. Hay, Jr., Secy., 214 Chamber of Commerce Bldg., Birmingham, Ala.

Ala., Easonville.—Easonville Bean Mill (Maddox & Elliott) will erect ordinary wood buildings; has ordered lumber; will install machinery for velvet bean mill and corn mill; daily capacity 20 tons bean meal and 150 bu. corn meal; ordered portion of machinery. (See Machinery Wanted—Mill.)

Ark., Morrilton.—Morrilton Cotton Oil Co. contemplates installation of feed-mixing plant for operation in connection with present mill. (See Machinery Wanted—Mill.)

Fla., Brooksville.—D. E. Hurst & Co., H. H. Hurst, Mgr., will erect 40x100-ft. building; install corn shucker and sheller, grist mill, feed grinder, 25 H. P. engine, and also cotton gin. (See Cotton Compresses and Gins.)

Ga., Albany.—New South Milling Co., capital \$4000, inceptd. by J. A. Myer and S. W. Anderson; enlarge feed and grist mills; install additional machinery.

Ga., Grantville.—Grantville Cotton Oil Co., W. A. Bohannon, Pres., La Grange, will install feed mill to grind corn, hay, etc. (See Cottonseed-Oil Mills.)

Ga., Moultrie.—A. Huber, care Chamber of Commerce, is interested in establishment of lately-noted feed mill; machinery partially supplied.

La., Kaplan.—Riola Rice Food Co. organized to manufacture ice cream and butter-cake flour.

Miss., Vicksburg.—Valley Mfg. Co. will install additional machinery.

N. C., Durham.—Austin-Henton Co. will improve roller mill.

S. C., Bishopville.—Lee County Milling & Trading Co., capital \$10,000, inceptd. by C. E. McLendon, D. A. Quattlebaum, R. W. Rustin and G. W. Woodham.

Tex., San Antonio.—Blue Star Elevator Co. (J. W. Howard, V. R. Hood and W. H. Killingsworth) let building contract; install machinery, including clippers, cleavers, etc., and corn mill of 100 bu. per hour capacity; purchased machinery. (See Warehouses—Contracts Awarded.)

FOUNDRY AND MACHINE PLANTS

Ky., Louisville.—Cars.—Continental Car Co. of America, capital \$30,000, inceptd. by Albert Latta, O. W. Summers and Irving Mitler; build plant in Highland Park to manufacture dump, mining, quarry, industrial, railroad and other cars.

La., Lake Charles.—Iron Works.—Lake Charles Iron Works, Frank Warren, Gen. Mgr., will erect several buildings for plant,

Ky., Frankfort.—Oil Refinery.—Pioneer Oil Refining Co., capital \$100,000, inceptd. by Guy M. Briggs, Ruth Polsgrove and Frank M. Dally.

Ky., Irvine.—Irvine Oil Field Co., 211 Independent Life Bldg., Nashville, Tenn., inceptd. by A. L. Corbett and W. A. Jewell of Winchester, Ky.; M. H. Lillard, J. H. Corbett, W. L. Frash and others, all of Nashville, Tenn.; Mr. Lillard is Pres. and Mr. Corbett Secy.-Treas.; plans to develop oil land in Estill, Wolfe, Jackson, Powell and Magoffin counties, Ky., and in Tennessee near Kentucky line.

Ky., Lexington.—Melick Oil Corp., capital \$30,000, inceptd. by David L. Melick of Lexington, R. A. Jameson of Stamping Ground, Ky., and D. V. Lagrow of Salt Lick, Ky.

Ky., Louisville.—Federal Oil Co., capital \$10,000, inceptd. by Ben. S. Clarkson of Louisville, David Clark and Henry P. Barrett of Henderson, Ky.

Ky., Louisville.—Hudson Ridge Oil Co., capital \$10,000, inceptd. by John P. Dent, W. F. Blackford and Louis Weber.

Ky., Louisville.—Oil Refinery.—Aetna Refining Co., J. King Duffy, Pres., New York, will build refinery with daily capacity 2500 bbls. oil; plans ultimate increase to 4000 bbls.; reported to invest \$500,000 to \$600,000 for buildings and machinery.

Ky., Paducah.—Pennyroyal Oil, Gas & Mining Co., capital \$1500, inceptd. by Jas. Weille, A. L. Livingston, Geo. H. Goodman and others.

Okla., Ardmore.—Pierce-Fox Oil & Gas Co., capital \$50,000, inceptd. by W. A. Wolverton, Tom Champion and R. C. McKiddy.

Okla., Frederick.—Fidelity Oil Co., capital \$30,000, inceptd. by W. C. Lakenbill, W. G. Roe and John B. Wilson.

Okla., Snyder.—Snyder-Kiowa Oil Co., capital \$50,000, inceptd. by J. M. Otwell, C. M. Portwood and J. V. Faulkner.

Okla., Oklahoma City.—White Plains Oil & Gas Co., capital \$600,000, inceptd. by C. T. Guthrie and Clyde Turley of Cleveland, Okla., and A. S. Busby of San Antonio, Tex.

Okla., Ringling.—Oil Refinery.—Peoples Refining Co. of Oklahoma City will build oil refinery; daily capacity 2000 bbls.; cost \$100,000.

Tenn., Clifton.—Tennokla Oil & Gas Co., capital \$30,000, inceptd. by C. W. Denning, K. T. Tyree, J. E. Pickett and others.

Tex., Houston.—Thomas Resulting Oil Co., capital \$45,000, inceptd. by J. Clarence Thomas and John F. Cole of Houston and D. G. Hubler of Galveston.

Tex., Wichita Falls.—Westland Petroleum Co., capital \$25,000, inceptd. by F. P. Avis, H. A. Martin and Harry C. Weeks.

HYDRO-ELECTRIC PLANTS

Ga., Tallulah.—Georgia Ry. & Power Co., C. G. Adsit, Consult. Engr., Atlanta, plans issuing \$2,500,000 notes in connection with plans for 3 additional developments; these comprise installation of 6th unit at Tallulah Falls, constructing power station 2 mi. below Tallulah Falls power station (near junction of Tallulah and Chattooga River into Tugalo River), and constructing reservoir above Rabun Lake, which now supplies Tallulah Falls plant; costs estimated as follows: \$330,000 for 6th unit; \$2,000,000 for generating station; \$1,500,000 for reservoir; require 2 years to complete all these improvements. (In July noted advising Manufacturers Record as to details of construction, machinery, etc., for 6th unit, including generating equipment for 18,000 H. P., etc.)

ICE AND COLD-STORAGE PLANTS

Ala., Anniston.—Polar Ice & Coal Co. will erect 60x140-ft. fireproof building by day labor; install 50-ton ice machinery; bids opened Aug. 4; J. W. Mallory, Mgr. (Lately noted to double capacity to 100 tons.)

Fla., Miami.—City contemplates building ice plant. Address The Mayor.

Miss., Tupelo.—L. Frank & Co., New Orleans, La., contemplates building dressed-poultry plant with cold-storage and refrigerating equipment.

S. C., Laurens.—Laurens Cotton Mills contemplates install small ice plant in connection with cotton mill.

N. C., Rosemary.—Roanoke Ice & Fuel Co. contemplates installing 6-ton ice plant and ice-cream factory.

Okla., Stroud.—Sam Cockrell and W. C. Simpson purchased factory and will remodel as ice plant.

Tex., Claude.—Nelson & Smalley state that lately-noted building is completed and ice plant of 4 tons capacity installed.

Tex., Electra.—Electra Ice Co. increased capital from \$15,000 to \$30,000 and changed name to Electra Ice & Milling Co.

Tex., Houston.—R. C. Miller, J. E. Josey and others of Beaumont, Tex., will erect 100-ton ice plant; purchased machinery.

Tex., San Antonio.—Lange Soap Co. is reported as contemplating erection of raw water-ice plant.

Va., Norfolk.—Kennebec Ice & Delivery Co., capital \$5000, inceptd.; Walter H. Taylor, Pres.

IRRIGATION SYSTEMS

Tex., La Feria.—La Feria Water Improvement Dist. No. 3, Cameron County, Geo. H. Byrnes, Pres., issued \$500,000 bonds for improvements; has plans and specifications for excavating; installing machinery, etc. (See Machinery Wanted—Irrigation System.)

LAND DEVELOPMENTS

Ala., Anniston.—McClellan Land Corp., capital \$30,000, inceptd.; W. E. Fleming, Pres.; E. H. Johnson, V.-P.; E. H. Lanford, Secy.-Treas.

Ala., Birmingham.—Alabama Development Co., capital \$3000, inceptd.; N. O. Tyler, Pres.; T. L. Finney, V.-P.; J. M. Anderson, Secy.-Treas.

Ala., Mobile.—McIntosh Land & Livestock Co., capital \$74,000, inceptd.; Edwin Emblich, Pres., Indianapolis, Ind.; Frank W. Boykin, Secy.-Treas., Mobile.

Ark., Little Rock.—Chas. K. Lincoln purchased 175 suburban lots and will develop as residential section; improvements to include gas and water mains, electric lights, etc.

THE OFFICIAL PROPOSAL ADVERTISEMENTS

Appear This Week On Page 86

Notices of bond sales, construction and improvement contracts to be let, equipment and supplies to be purchased, franchises offered, etc., inserted in this department bring bids from the most important bond buyers, investors, financial institutions, contractors, engineers, architects, manufacturers, and supply houses throughout the country.

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including machine shop to cost \$10,000 and foundry to cost \$10,000. (Lately noted inceptd. with \$50,000 capital.)

Md., Mount Airy.—Concrete Block Machine. Smith Concrete Block Machine Co., capital \$50,000, organized with Walter R. Rudy, Pres., Mount Airy; John Lewis (Pres. Montgomery County Commrs.), V.-P., Rockville; Arthur E. Phebus, Secy., Mount Airy; will build machines to construct concrete blocks and gutters.

N. C., Asheville.—Machinery.—Hupp Mfg. Co., capital \$500,000, inceptd. with T. H. Smith, Pres., Knoxville, Tenn.; W. A. McGhee of Oconia Lufky, N. C., and J. M. Boone of Bryson City, N. C., V.-P.; W. R. Huff, Treas., Bryson City, N. C.; H. E. Groover, Secy., Asheville. (Lately noted inceptd. under Misc. Fact., with \$58,000 capital.)

Okla., Muskogee.—Agricultural Implements. A. B. Unger and others organized company to manufacture agricultural implements; have plant and will remodel.

W. Va., Huntington.—Cars.—American Car & Foundry Co., St. Louis, Mo., will let contract to erect machine and blacksmith shops to replace burned plant; structural steel frame; brick walls; special arched roof, for which contract is let. (Noted in June.)

GAS AND OIL ENTERPRISES

Ala., Chestang.—Harrietta Oil, Gas & Mineral Co., capital \$100,000, organized; E. A. Boyer, Pres., Mobile and New York; D. H. Hill, V.-P., Dundee, Ill.; H. L. Boyer, Secy., Mobile and New York; G. F. Arvedsen, Treas., Carpentersville, Ill.; has 4100 acres oil land near Chestang.

Okla., Holdenville.—Okla-Ark Oil & Mining Co., care of Ryan & Givens, McFarlin Bldg., capital \$50,000, inceptd. by W. P. Langston, J. I. Givens and W. J. Ryan; contemplates drilling oil well in Hughes County, Okla., and operating lead and zinc mine in Marion County, Ark. See Mining. (See Machinery Wanted—Well-drilling Machinery.)

Okla., Miami.—Boston-Miami Royalty Co., capital \$25,000, inceptd. by Albert O. Nichols of Tar River, Okla.; Denman Blanchard of Winchester, Mass., and Harvey Wheeler of Concord, Mass.

Okla., Muskogee.—Oil Refinery.—Nupro Refining Co., capital \$50,000, inceptd. by W. E. D'Armett, C. P. Getwals and N. B. Little.

Okla., Muskogee.—Gasoline.—Muskogee Gasoline & Oil Co., capital \$5000, inceptd. by Glenn Alcorn, G. H. Swann and H. L. Armstrong.

Okla., Nowata.—Hartmahoma Oil & Gas Co., capital \$100,000, inceptd. by C. Horton Hart, E. W. Hart and J. R. Cruff.

Okla., Oklahoma City.—National Reserve Oil & Gas Co., capital \$150,000, inceptd. by I. J. Myers and W. B. Balm of Oklahoma City, and J. M. Davis of Bronson, Kans.

Okla., Oklahoma City.—River Ben Oil Co., capital \$12,000, inceptd. by J. B. McClelland, Jr., of Oklahoma City, Thos. J. Collins and M. M. Collins of Cushing, Okla.

Okla., Oklahoma City.—Oil Refinery.—Southwest Oil & Refining Co., capital \$1,000,000, chartered by J. B. Aiken of Oklahoma City, F. H. Crawford of Enid, Okla., and H. B. Dooley of Ardmore, Okla.

Okla., Piedmont.—Thos. J. Nolan Co., capital \$25,000, inceptd. by Thos. J. Nolan, W. A. Ferguson and Eliza Nolan.

Fla., Ocala.—Florida Live Stock & Farms Co., capital \$80,000, inceptd.; C. P. Anderson, Pres.; H. P. McCurdy, V.-P.; G. A. Wallace, Secy.; C. P. Anderson, Treas.

Fla., Sebring.—Sebring Development Co., capital \$1,000,000, inceptd.; Geo. E. Sebring, Pres.; J. H. Gerst, V.-P.; John A. Taylor, Secy.-Treas.

Fla., Windermere.—Metcalf-Champion Farm & Live Stock Co., capital \$25,000, inceptd.; Harry W. Metcalf, Pres.; John Champion, V.-P.; O. M. Champion, Secy.-Treas.

Ga., Valdosta.—South Georgia Industrial Co., capital \$25,000, inceptd. by J. B. Copeland, G. L. Patterson and others.

N. C., Wilson.—H. D. Brown & Co., capital \$25,000, inceptd. by H. D. Brown, E. J. Burns and Ellen Braswell.

Tex., Cotulla.—La Salle Farming Co., capital \$800, inceptd. by W. W. Van Voorhis, Jr., A. A. Wilkie and Frost Woodhull, all of San Antonio, Tex.

Va., Norfolk.—Gaylord Land Corp., capital \$50,000, chartered; J. D. Carey, Pres.; J. T. Sweeney, Secy.; both of Cleveland, Ohio.

Va., Norfolk.—Joliet-Norfolk Farm Corp., capital \$50,000, chartered; S. H. Roberts, Pres.; Joliet, Ill.; L. P. Matthews, Secy., Norfolk.

W. Va., Charleston.—Capital Nursery & Seed Co., capital \$15,000, inceptd. by J. W. Pauley, L. C. Summers, H. Curry and others.

W. Va., Charleston.—Roxbury Land Corp., capital \$10,000, chartered by S. A. Moore, P. J. Crowley, A. H. Boyd and others.

W. Va., Charleston.—Baby Farms, 506 Union Bldg. (P. O. Box 318), organized; Steele A. Hawkins, Pres.; P. J. Newton, Secy.-Treas.; D. C. James, care of Hotel Ruffner, Charleston, Engr.; develop 300 acres suburban homes 3 mi. from Charleston. (Lately noted inceptd., capital \$50,000.)

LUMBER MANUFACTURING

Ark., Texarkana.—Henry Shreve Lumber Co., capital \$100,000, inceptd.; W. J. Dorsey, Pres.; M. L. Johnson, V.-P.; both of Texarkana; Leslie C. Green, Secy.-Treas., Corsicana, Tex.

Ga., Bainbridge.—Flinn River Lumber Co. proceeding with construction of plant; install brick drykilns and fast feed machines; capacity 50,000 ft. daily; flooring, ceiling, siding, finish, etc., specializing in flooring and roofers. (In July, under "Ga., Savannah," noted inceptd., capital \$10,000, by W. A. Wheeler and H. H. Coombs (of Ramsey-Wheeler Co.) and G. T. Clark; all of Bainbridge.)

Ga., Savannah.—Granger-Lewis Lumber Co. advises Manufacturers Record: Succeed Granger & Lewis of Baltimore and Savannah; primarily wholesale dealers, although interested in output of several sawmills. (Lately noted inceptd., capital \$250,000.)

La., Franklinton.—Cowan-Kerr Lumber Co. organized; build mill of 35,000 ft. capacity to manufacture yellow pine lumber; purchased stumpage.

La., Mer Rouge.—Interstate Coopers Co., Monroe, La., is reported to have purchased 26,000 acres hardwood timber land in Boeuf River bottom of Morehouse Parish and to build mill to manufacture staves and headings for oil containers; understood to be contemplating construction of 25-mi. railroad to carry timber to mill.

La., Plaquemine.—Liebke Lumber Co., capital \$15,000, inceptd.; Jos. F. Liebke, Pres.; Anthony A. J. Halloran, V.-P.; Frank Liebke, Secy.-Treas.; all of St. Louis, Mo.

La., Rayville.—Geo. W. Griffith and Chas. Murphy, both of St. Louis, Mo., purchased 4000 acres hardwood stumpage in Richland and Morehouse parishes; reported as planning to erect hardwood mill.

N. C., Corinth.—I. G. Lawrence, 515 Trust Bldg., Durham, N. C., will install sawmill along Norfolk & Southern Ry.; daily capacity, 14,000 ft.

N. C., Hendersonville.—Western Carolina Wood Co., capital \$13,500, inceptd. by J. T. Wilkins of Hendersonville, J. O. Bell of Tuxedo, N. C., and others.

S. C., Spartanburg.—Southern Pine Lumber Co., capital \$10,000, inceptd.; C. K. Callahan, Pres.; Geo. W. Wall, Secy.-Treas.; offices with Carson, Boyd & Tusley, Chapman Bldg.

N. C., Wilkesboro.—Abel Davis, Chicago, purchased 64,000 acres hardwood and spruce in Wilkes, Caldwell and Watauga counties, formerly portion of property of Grandin Lumber Co.

Tex., Beaumont.—Beaumont Lumber Co. increased capital from \$125,000 to \$200,000.

Tex., Carrizo Springs.—Carrizo Springs Lumber Co., capital \$30,000, inceptd. by E. L. Addison of Carrizo Springs, A. B. Mayhew and Mrs. M. M. Isbell of Uvalde, Tex.

Tex., Center.—R. E. Wylie and J. W. Haisel of Dallas, and J. W. Wall of Gilmer, Tex., will build saw mill to cut pine and hardwood timber; develop several thousand acres timberland; construct railroad.

Tex., Deweyville.—Sabine Tram Co. will erect 2 mills to cut pine and other hardwoods; replace double-hand saw mill burned at loss of \$100,000; Plant No. 1 to be circular and gang mill of 125,000 ft. daily capacity; second, single-cutting gang mill; let contracts for machinery costing about \$250,000. (Lately noted to rebuild burned plant.)

Tex., Hicks (not a Postoffice).—Hicks-Wurtzbaugh Lumber Co., capital \$80,000, inceptd. with S. B. Hicks, Pres.; W. F. Johnson, V.-P.; J. T. Wurtzbaugh, Secy., all of Shreveport, La.; build saw mill with daily capacity 50,000 ft.; construct standard-gauge railroad 10 mi. long.

W. Va., Barbour County.—E. A. Grover Lumber Co., capital \$500, inceptd. by Abram S. Ashbridge, Jr., St. Clair W. Ashbridge and W. Graham, all of Philadelphia, Pa., and others.

METAL-WORKING PLANTS

Md., Baltimore.—Metal Springs, etc.—Maryland Metal Springs & Welding Co. chartered with \$75,000 capitalization by Wm. R. Seth, Thos. Benson and J. H. Nicholson; temporary address 2620 N. Charles St.; proposes to construct plant; no details determined.

MINING

Ark., Bergman.—Silver Fox Mining Co., capital \$20,000, inceptd. with W. F. Blewitt, Pres.; Herbert Capps, Secy.-Treas.; Wm. Farr, Supt., all of Caney, Kans.

Ark., Harrison.—Killgore Mining Co. of Ponca City, Okla., will build 100-ton mill.

Ark., Marion County.—Lead and Zinc.—Okla.-Ark Oil & Mining Co., care of Ryan & Givens, McFarlin Bldg., Holdenville, Okla., capital \$50,000, inceptd. by W. P. Langston, J. I. Givens and W. J. Ryan; contemplates operation of lead and zinc mine, Marion County. See Gas and Oil Developments. (See Machinery Wanted—Mining Machinery.)

Ga., Cartersville.—Iron Ore, etc.—Markstein-Dorn Mining Co. inceptd. with \$5000 capital.

N. C., Gastonia.—Pyrites.—Federal Pyrites Co., capital \$250,000, inceptd. by A. C. Jones of Gastonia, Frank Ellington of Huntington, W. Va., and others.

Okla., McAlester.—Lucky Bob Mining Co., capital \$100,000, inceptd. by H. R. Brown, C. O. Doss and Wm. P. Hill.

Okla., Miami.—Jay Hawk Mining Co. incorporated by W. Gould and George C. Foster, Lawrence, Kans., and W. A. Ledbetter, Oklahoma City; capital \$80,000.

Okla., Miami.—Zinc.—Nichols-Williams Zinc Co., capital \$25,000, inceptd. by A. O. Nichols of Tar River, Okla.; Arthur W. Pitman of Watertown, Mass., and Denman Blanchard of Winchester, Mass.

Okla., Miami.—M. O. & G. Mining & Development Co., capital \$60,000, inceptd. by A. R. Peyinghaus of Miami, C. C. Cummings of Strang, Okla., and C. A. B. Whitner of Lost Grove, Okla.

Okla., Miami.—Lead and Zinc.—Boston-Miami Lead & Zinc Co., capital \$25,000, incorporated by A. O. Nichols of Tar River, Okla.; A. W. Pittman of Waterloo, Mass., and Denman Blanchard of Winchester, Mass.

Okla., Miami.—Zinc.—Milhoma Zinc Co., capital \$25,000, inceptd. by A. O. Nichols of Tar River, Okla.; Wallace Blanchard and Denman Blanchard of Winchester, Mass.

Okla., Miami.—Zinc.—Miami Zinc Mines, capital \$25,000, inceptd. by A. O. Nichols of Tar River, Okla.; Denman Blanchard of Winchester, Mass., and Harvey Wheeler of Concord, Mass.

Okla., Miami.—Zinc.—Bull's-Eye Zinc Co., capital \$25,000, inceptd. by A. O. Nichols of Tar River, Okla.; Wallace Blanchard and Denman Blanchard of Winchester, Mass.

Okla., Muskogee.—Sure Mine & Milling Co., capital \$800, inceptd. by W. T. Roberts, J. Bauteispacher and others.

Okla., Oklahoma City.—Jack Mining Co., capital \$50,000, inceptd. by Ross R. Thomas, R. E. Gish and J. Edwin Thomas.

Okla., Oklahoma City.—Continental Mining Co., capital \$400,000, inceptd. by W. O. Krueger and A. F. Decker of Oklahoma City and E. H. Mills of Springfield, Mo.

Okla., Snyder.—Gold.—Torpedo Mining & Development Co. organized; J. W. Wilcox, Pres.; J. A. Warren, V.-P.; J. A. Lenerty, Secy.; J. A. Warren, Mgr., all of Snyder; M. M. Cooke, Wichita Falls, Tex., Treas.; develop 100 acres; daily capacity 1000 cu. yds.; install dredging equipment, estimated cost \$15,000; under "Tex., Snyder," lately noted chartered, capitalization \$50,000. (See Machinery Wanted—Dredge.)

S. C., Kershaw.—Kershaw Mining Co. organized by W. R. Cameron, Bernard Cuniff and Robt. L. Pellet.

Tex., Snyder.—Gold.—Torpedo Mining & Development Co. will operate at Snyder, Okla. Lately noted. (See Okla., Snyder.)

MISCELLANEOUS CONSTRUCTION

Md., Baltimore.—Bulkhead.—City will construct timber and concrete bulkhead, supported by timber piling; total length 2791 ft.; bids until Aug. 15; S. R. Alexander, Acting Harbor Engr. (See Machinery Wanted—Bulkhead Construction.)

Mo., Wainwright.—Levee.—John P. Gordon, Jefferson City, Mo., and others will construct levee 6½ mi. long around tract of land near Wainwright; contain 93,000 cu. yds. earth; bids until Aug. 11. (See Machinery Wanted—Levee Construction.)

Tex., Galveston.—Bulkhead.—City let contract Ed. F. Drewa & Son of Galveston to construct bulkhead at crest of beach fill; Geo. H. Willits, City Engr. (Lately invited bids.)

Va., Roanoke.—Bathing Pool.—City plans construction of bathing pool, probably in Elmwood Park; F. L. Gibboney, City Engr.

MISCELLANEOUS ENTERPRISES

Ala., Birmingham.—Construction.—Bank Construction Co., capital \$300, inceptd.; Eskin Ramsey, Pres.; G. B. McCormack, V.-P.; R. E. Chadwick, Secy.-Treas.

Ala., Carrollton.—Sweet Potato Curing.—Company will install sweet-potato curing plant in connection with velvet bean mill, etc. Address Food Preparedness Bureau, T. P. Hay, Jr., Secy., Birmingham, Ala. (See Flour, Feed and Meal Mills.)

Fla., Monticello.—Grain Elevator.—Brandon Milling & Elevator Co., Marianna, Fla., will build grain elevators at Monticello, Fla., Moultrie and Pelham, Ga.; two of these elevators to have storage capacity of 12,000 to 14,000 bu. each and capacity of other to be larger.

Fla., Palm Beach.—Incinerator.—Town voted \$50,000 bonds to erect incinerator, purchase fire equipment, etc. Address Town Clerk; lately noted. (See Road and Street Work.)

Ga., Macon.—Parcel Delivery.—Parcel Delivery Co., capital \$10,000, inceptd. by H. K. Burns and Mrs. Ruth Parker Burns.

Ga., Moultrie.—Grain Elevator.—Brandon Milling & Elevator Co., Marianna, Fla., will build grain elevator. (See Fla., Monticello.)

Ga., Pelham.—Grain Elevator.—Brandon Milling & Elevator Co., Marianna, Fla., will build grain elevator. (See Fla., Marianna.)

Ky., Harlan.—Transfer.—Harlan County Transfer Co., capital \$250, inceptd. by C. E. Ball, Laura C. Ball and A. C. Jones.

Ky., Maysville.—Tobacco Stemming.—American Tobacco Co. (main office, 111 Fifth Ave., New York) will remodel warehouse for tobacco stemming; M. M. Gary, Local Mgr.

Md., Curtis Bay.—Potash.—Curtis Bay Chemical Co. (United States Industrial Alcohol Co.) will change plant (acetone) to production of potash from molasses waste of alcohol manufacture at Curtis Bay Distillery, subsidiary of Republic Distilling Co.

Mo., St. Louis.—Construction.—Western Construction Co., 927 Century Bldg., organized; Geo. Sauerbrunn, Pres.; Ben J. Many, V.-P.; F. A. Cammann, Secy.-Mgr.; general construction; specialize on reinforced-concrete oil tanks. (Lately noted chartered, capital \$12,000.)

N. C., Winston-Salem.—Dairy.—Winston-Salem Livestock & Dairy Co., capital \$100,000, inceptd. by John T. Benbow, A. E. Holton, S. E. Hall and others.

Okla., Dover.—Grain Elevator.—Kiel-Dover Farmers' Elevator Co., capital \$10,000, incorporated by Milton Luffy of Dover, C. M. Pared and Cuth Wahling of Kiel, Okla.

Okla., Tablequah.—Hardware.—Hudson Hardware Co., capital \$20,000, inceptd. by Waddle Hudson, M. R. Hudson and Z. Hudson.

Okla., Tulsa.—Publishing.—Securities Publishing Co., capital \$25,000, inceptd. by D. M. Wolf, C. E. Gilkinson and E. E. Gilkinson.

S. C., Charleston.—Tobacco Stemming.—Seidenberg & Co. will install tobacco stemming.

S. C., Charleston.—Garbage Incinerator.—City let contract Grisco-Russell Co. of Philadelphia, Pa., to build garbage incinerator; 2-story building, 28x28 ft.; 50-ft. stack; daily capacity 40 tons.

Tenn., Chattanooga.—Contracting.—Riley-Ryan Co., capital \$25,000, inceptd. by J. C. Ryan of Chattanooga, C. A. Riley, L. E. Riley and H. C. Riley, all of Kansas City, Mo., and others.

Tex., Austin.—Fire-alarm System.—City will vote on \$315,000 bonds to construct fire-alarm system and build sewage-disposal plant. Address The Mayor.

Tex., Dallas.—Dairy.—Tennessee Farm Dairy, capital \$200,000, inceptd. by Lindale Waters, R. P. Landsley and J. C. Ballard.

Va., Richmond.—Abattoir.—Union Abattoir Co. will repair brick building; cost \$6200.

Tex., Houston.—Iron and Metal.—South Texas Iron & Metal Co., capital \$5000, inceptd. by Sol Gordon, J. Schultz and Jacob Berger.

W. Va., Dunbar.—Publishing.—Dunbar Advance Publishing Co., capital \$5000, inceptd. by D. F. Tracy, Clyde A. Fraser, L. A. Fraser, all of Charleston, W. Va., and others.

MISCELLANEOUS FACTORIES

Ala., Montgomery.—Mattresses.—Montgomery Mattress Factory will secure location and install machinery, to replace factory reported burned at loss of \$20,000 to \$25,000.

Fla., Frost Proof.—Fish Oil.—C. W. Brown contemplates incorporation of company to manufacture fish oil, etc. (See Fertilizer Factories.)

Fla., Havana.—Tobacco.—Dunham B. Floyd Tobacco Co., capital \$10,000, inceptd.; Dunham B. Floyd, Pres.; E. B. Shaffer, V.-P.; C. B. Shaffer, Treas.

Fla., Orlando.—Bottling.—Orlando Coca Cola Bottling Co., capital \$15,000, inceptd.; T. C. Parker, Pres.; F. L. Underwood, V.-P.; H. R. Parish, Secy.-Treas.

Fla., Tarpon Springs.—Sugar Refinery.—John R. Durraane, 106 Sponge Exchange Bank Bldg., interested in plan for sugar refinery. (See Machinery Wanted—Sugar Refinery.)

Md., Baltimore.—Brewery.—Standard Brewery, 1766 N. Gay St., will have plans prepared by Louis Levi, 1408 Munsey Bldg., Baltimore, for addition to brewery; brick and concrete construction.

Mo., Kansas City.—Winslow Mfg. Co., lately noted increasing capital, will erect building; manufactures farm tractors. (See Motor Cars, Garages, Tires, etc.)

Mo., Kansas City.—Shirts.—C. H. Casebolt, Box 757, Drumright, Okla., is promoting organization of company to manufacture shirts, under patent; probably locate at Kansas City. (See Machinery Wanted—Shirt Factory Equipment.)

N. C., Charlotte.—Bottling.—Caro-Cola Bottling Co., capital \$25,000, inceptd. by Jas. F. Jenkins of Charlotte, Avalona Jenkins of Gaffney, S. C., and others.

N. C., High Point.—Canvas Gloves.—J. A. Lindsay, care of Lindsay Table Co., is interested in proposed manufacture of canvas gloves. (See Machinery Wanted—Glove (Canvas) Machinery.)

N. C., Rosemary.—Roanoke Ice & Fuel Co. contemplates installing ice-cream factory and 6-ton ice plant.

Okla., Okmulgee.—Cotton Bags.—E Z M T Cotton Bag Mfg. Co., capital \$5000, inceptd. by John E. Harrison, Peter J. Thomas and J. H. Williams.

S. C., Charleston.—Ice Cream.—Arctic Company, capital \$250,000, inceptd. by Geo. B. Hart and J. E. Mann.

S. C., Gaffney.—Gloves.—Dixie Glove Mfg. Co., capital \$5000, inceptd. by R. E. Grabel, C. N. Smith and W. J. Wilkins. (Chamber of Commerce and Agriculture lately noted to organize company to build factory with daily capacity 200 dozen pairs canvas gloves.)

S. C., Greenville.—Bottling.—Greenville Soft Drink Co., capital \$3000, inceptd. by J. L. Westervelt and M. C. Westervelt.

Tex., Alice.—Creamery.—Jim Wells Co-operative Creamery Co., capital \$3500, inceptd. by P. A. Presnall, Wm. Adams, G. R. Adams and others.

Va., Norfolk.—Creamery.—Jones & Smith Butter Co., capital \$2000, inceptd.; A. W. Hart, Pres.; E. H. Jones, Secy.

Va., Richmond.—Bottling.—Washington District of Columbia Taka-Kola Bottling

Corp., capital \$50,000, chartered; Jas. P. Smith, Pres.; Wm. H. Arrington, Secy.-Treas.

Va., Roanoke—Dairy Products.—Bedford Dairy Products Co., capital \$15,000, incptd.; J. L. Brooks, Pres.; H. J. Hanabass, Secy.

W. Va., Fairmont—Window Glass.—Fairmont Window Glass Co., capital \$150,000, incptd. by C. L. Shaver, Urban Schmidt, V. E. Teeter and others.

W. Va., Huntington—Wood Alcohol.—Harry S. Stout Co., Box 82, is interested in proposed installation of machinery to manufacture wood alcohol in making charcoal. (See Machinery Wanted—Distilling Machinery.)

W. Va., Parkersburg—Chemicals.—Beechwood Chemical Co. will build plant; 3 stories; 54x107 ft.; brick.

W. Va., South Charleston—Chemicals.—E. C. Klipstein & Sons Co., 644 Greenwich St., New York, let contract to Almiral & Co., New York, for piping, appurtenances, etc., for buildings No. 5 to No. 11, inclusive; also let contract for electric motors for these buildings to Lincoln Electric Co., Cleveland, O.; Chas. Houchin Higgins, Consult. Engr. and Archt., 165 Broadway, New York. (Previous items, in Apr. and May, comprised mention of plans for 5 buildings, with building contract let to Wm. L. Crow Construction Co., New York; contract let to Almiral & Co. for apparatus, etc., for 3 buildings; plans of the company noted as including doubling capacity of chlorine product and caustic soda, also adding manufacture of salt, calcium chloride and magnesia chloride, drilling salt wells, etc.)

MOTOR CARS, GARAGES, TIRES, ETC.

Ala., Jasper—Garage.—Jasper Garage, capital \$200, incptd. by V. H. Williams, J. T. Williams and L. G. Edwards.

Fla., Hastings—Garage.—Silva & Beach let erect garage; 55x135 ft.; 1 story; cost about \$800; Marsh & Saxelbye, Archts., Hastings.

Ky., Irvine—Automobiles.—Commercial Motor Car Co., capital \$10,000, incptd. by G. C. Watkins, L. K. Watkins and M. A. Watkins.

La., Shreveport—Garage.—Ed. Dickinson will erect garage.

Md., Baltimore—Garage.—Saratoga Building & Land Corp., 3209 Vickers Rd., will erect garage; 1 story; 20x30 ft.

Miss., Vicksburg—Garage.—Powell Motor Co. will erect building; 100x75 ft.

Mo., Kansas City—Farm Tractors.—Winslow Mfg. Co., 16 E. 16th St., increased capital from \$50,000 to \$350,000; erect 250x150 ft. 1-story fireproof building; F. N. Winslow, Carman, Okla., Pres.; A. Coleman, V.-P. and Mgr.; Chas. C. Busey, Secy., both of Kansas City.

Okla., Blackwell—Automobiles.—W. H. Clarke Motor Co., capital \$5000, incptd. by W. H. Clarke, W. M. Wiggins and H. B. Spencer.

Okla., Okmulgee—Travelers' Garage, capital \$500, incptd. by A. H. Philbrook, F. H. Cott and Bessie L. Philbrook.

S. C., Greer—Garage.—John D. Wood will erect garage and repair plant; 50x100 ft.; 1 story; brick; cost \$3500.

Tenn., Chattanooga—Automobile Supplies.—Miller-Friedman Co., capital \$1000, incptd. by C. S. Coffey, Edward Finlay, Leo Friedman and others.

Tenn., Memphis—Garage.—S S S Auto Co., A. G. Field, Propr., will build garage; 135x225 ft.; fireproof; cost \$50,000.

Tex., Dallas—Automobiles.—Sattley Motor & Tractor Co., capital \$25,000, incptd. by G. A. Sattley, O. G. Stokely and Harry L. Manes.

Tex., Dallas—Automobile Devices.—Dallas Auto Device Co., capital \$1000, incptd. by M. E. Martin, John W. Hoover, Chas. L. Martin and others.

Tex., Fort Worth—Automobiles.—Motor Sales Co., capital \$5000, incptd. by F. M. Anderson, D. W. Brummett and R. E. Brown.

Tex., San Antonio—Automobiles.—McDaniel Motor Car Sales Co., capital \$25,000, incptd. by M. D. Connors, E. A. Shannon and W. A. Dunnahoo.

Tex., San Angelo—Automobiles.—Martin Reo Sales Co., capital \$12,000, incptd. by R. G. Hollingsworth, B. Martin, G. B. Bohannon and M. Q. Martin.

Tex., Texarkana—Farm Tractors, etc.—Company organized with G. M. Stone, Pres.; H. C. Lloyd, V.-P.; W. C. Brady, Secy.-Treas.; J. L. Fulton, Mechanical Engr.; all of Quincy, Ill.; build \$100,000 plant to manufacture farm tractors, motor trucks and farming machinery.

Va., Norfolk—Automobiles.—Britt-Boswell Co., capital \$10,000, incptd.; E. G. Britt, Pres., Suffolk, Va.; E. O. Boswell, Secy.-Treas., Portsmouth, Va.

ROAD AND STREET WORK

Ala., Decatur—City will resurface Bank, Vine, Oak and La Fayette Sts.; cost \$4500. Address The Mayor.

Ala., Dothan—Houston County Comms. have plans for construction of 4½ mi. sand-clay road to Headland, including several concrete bridges; Heller & Mickle, Engrs.

Ala., Gadsden.—City let contract J. F. Morgan & Co. of Gadsden to pave Chestnut St., and to C. O. Duncan & Co. of Gadsden for curbing and guttering; estimated cost, \$15,000.

Ala., Scottsboro.—Jackson County will macadamize part of State trunk road No. 4, between Woodville and Limrock; cost \$10,000; County Comms. receive bids until Sept. 1; W. S. Keller, State Highway Engr., Montgomery. (See Machinery Wanted—Road Construction.)

Ark., Augusta.—Woodruff County, Cotton Plant Road Improvement Dist. No. 1, will construct bituminous macadam road from east corporate limits of Cotton Plant to Prairie County line, 8½ mi.; 50,000 cu. yds. grading; 110 ft. 18-in. pipe culvert; 72 ft. 24-in. pipe culvert; 364 cu. yds. concrete bridges, culverts and head walls, etc.; State Highway Com., State House, Little Rock, receives bids until August 16; E. E. Mashburn, Engr. Cotton Plant. (See Machinery Wanted—Road Construction.)

Ark., Forrest City.—St. Francis County Court approved plans, surveys and cost of construction for roads in Road Improvement Dist. No. 3; estimated cost \$15,000.

Ark., Little Rock—Comms. for Pulaski County Improvement Dist. No. 15 let contract R. Mobley of Little Rock to pave East Washington St. with asphalt.

Ark., Perry.—Perry County Road Dist. No. 1 organized; D. M. Wallace, Pres., and J. T. Chafin, Secy. Comms.; construct 35 mi. of road; main highway to be part of Mammoth Spring-to-Hot Springs proposed route; estimated expenditure \$87,500.

Fla., Fort Myers.—Lee County Comms. let contract Trapp & Fraser of Fort Myers at about \$200,000 to construct 4¾ mi. of roads in Caloosa Valley Good Roads Dist.; includes 89 concrete bridges and culverts.

Fla., Ocala.—Marion County, P. H. Nugent, Clerk, voted \$75,000 bonds for road construction.

Fla., Palm Beach.—Town voted \$50,000 bonds to improve street lighting and sewer systems, purchase fire equipment, build incinerator and erect town hall. Address Town Clerk. (Lately noted to vote.)

La., Alexandria.—Rapides Parish Police Jury adopted resolution providing for \$30,000 loan to Road Dist. No. 14 to construct road from Alexandria to Camp Beauregard; estimated cost \$120,000, of which State Highway Dept. will contribute \$30,000 and Government probably balance.

Md., Annapolis.—Anne Arundel County Comms. let contract Amesite & Stone Co., 15 E. Fayette St., Baltimore, at \$12,000 to resurface Patapsco Ave. from 1st St. to Pennington Ave.

Md., Annapolis.—Anne Arundel County Comms. will construct concrete roadway 20 ft. wide on Church St. from Boulevard to Pennington Ave., connecting Brooklyn and Curtis Bay; width 20 ft.; cost \$20,000.

Md., Baltimore.—City will grade, curb and repave with granite blocks sections of Smith and York Sts. and various alleys included in Contract No. 151; 8960 sq. yds.; bids until August 15; S. C. Rowland, Chrmn. Paving Com. (See Machinery Wanted—Paving.)

Mo., Benton.—Scott County voted \$750,000 bonds to construct about 230 mi. hard roads. Address County Comms. (Lately noted to vote.)

Mo., Caruthersville.—City let contract to J. H. Hinerman, Springfield, Mo., at \$89,674.87 to pave streets.

Mo., Charleston.—Mississippi County will construct 50 mi. gravel roads; date of opening construction bids indefinite; \$425,000 available; C. E. Swank, Engr. (Lately noted voting \$325,000 bonds for roads and bridges.)

Mo., Jefferson City.—State Highway Dept. will supervise construction 5000 mi. State roads; A. C. McKibbin, Secy., advises Manufacturers Record: Extend into 114 counties; brick, concrete, bitulithic, rock, gravel and oiled earth road projects will be embraced by system; \$2,500,000 apportioned to Missouri by Federal Government to be expended during next 4 years in road construction will be equalized by State; this money equalized by counties or civil subdivisions; Missouri will have more than \$10,000,000 for road work during next 4 years; all work contracted for by counties, civil subdivisions or persons interested, but wherever State and Federal funds are used, must be under supervision State Highway Dept. (Lately briefly noted.)

Mo., New Madrid.—New Madrid County voted \$850,000 bonds to construct roads. Address County Comms. (Lately noted to vote.)

N. C., Hendersonville.—City will pave additional streets, probably with asphalt; expects to have \$180,000 available in bonds. Address The Mayor.

Okla., Holdenville.—Hughes County will construct 17½ mi. dirt roads, including bridges and culverts in Wetumka Township; County Comms., H. C. Burford, Chrmn., receives bids until August 11. (See Machinery Wanted—Road Construction.)

S. C., Pickens.—Pickens County, C. L. Curleton, Chrmn. Highway Com. issued \$250,000 bonds (previously noted authorized) for road construction; to cover 2 years; will not let contracts; engineer not yet employed. (Noted in May as to construct sand-clay and top-soil roads.)

Tenn., Centerville.—Hickman County work progressing; J. G. Brown & Son, Montgomery, Ala., (address for this work, Duck River, Tenn.), will let contract on 10 mi. road work; grading, draining and graveling. M. May, J. G. Brown & Son were noted as receiving contract for 150 mi. graveled dirt roads in Hickman County. (See Machinery Wanted—Road Construction.)

Tenn., Murfreesboro.—City, J. M. Crigger, Mayor, will construct 2 mi. streets; grading and graveling; concrete sidewalks; \$5000 available; date of opening bids not set; engineer not employed. Bonds lately noted voted. (See Machinery Wanted—Paving; Culverts.)

Tex., Amarillo.—City let following contracts for street paving: Vibrolithic Construction Co., Terminal Bldg., Dallas, 12,000 sq. yds. vibrolithic paving, including guttering; F. P. McCormick, Columbus Bldg., St. Louis, Mo., 12,000 sq. yds. asphaltic concrete paving, including curb and gutter; C. E. Willmering Paving Co., Amarillo, 12,000 sq. yds. brick paving, including guttering.

Tex., Angleton.—Brazoria County Freeport Road Dist. No. 23 will petition Comms. Court for election on \$200,000 bonds for road improvements; district to be bounded by mouths of Brazos and Bernard rivers and Jones Creek, and up Jones Creek to 3 mi. west of Freeport, and including city of Freeport, and nearly sulphur mines; probably shell and gravel roads, with tarvia or asphalt surface.

Tex., Caldwell.—City will construct 500 ft. curb and gutter and grade and gravel 200 ft. of Fox St.; bids until Aug. 10; Horace Boyett, City Engr. (See Machinery Wanted—Paving.)

Tex., Dallas.—Dallas County will improve sections of following roads: Grade and gravel Coppell Rd., including concrete bridges; concrete paving, including shaping of roadbed and construction of concrete culverts and bridges, on Miller's Ferry Rd.; grading and concrete bridges on Seagoville Rd.; concrete bridges and culverts on 12 main roads of county; bids until Aug. 9; Chas. E. Gross, County Auditor. (See Machinery Wanted—Road Improvements.)

Tex., Fort Worth.—Tarrant County Commissioners let contract P. F. McGee of Arlington, Tex., to gravel 3 mi. of road connecting Dallas County Pike with Tarrant County Cardinal Rd.

Tex., Galveston.—City let contract Finley Method Co. of Galveston to surface 27,000 sq. yds. of shelled streets.

Tex., Hamilton.—City, G. H. Boynton, Mayor, defeated lately-noted bonds for street improvements.

Tex., Tyler.—City let contract Southern Paving Co., Dallas, Tex., to pave sections of East Locust, North Bois d'Arc and Elm Sts.; 1 mi.; Clay Hight, City Mgr.

Va., Farmville.—City, Paul T. Boggs, Clerk, asks bids until Aug. 28 to construct 4500 sq. yds. concrete, brick or asphalt block pavement, with curbing, gutters, etc.; Wm. M. Platt, Engr., Durham, N. C. (See Machinery Wanted—Paving.)

W. Va., Stealey Heights, P. O. at Clarksburg.—Town will pave sections of Stealey, Hartland, Magnolia and Lynn Aves.; Common Council receives bids until Aug. 16 for engineering work, to include specifications, estimates, profiles. (See Machinery Wanted—Paving.)

W. Va., Williamson.—Mingo County Commissioners let contract Vaughan Construction Co., Petersburg, Va., to construct 35 mi. earth road; Blake Taylor, County Road Engr. (Noted in July as inviting bids.)

SEWER CONSTRUCTION

Ark., Dardanelle.—Comms. Sewer Dist. No. 1 will construct 7½ mi. vitrified pipe sewers 6 to 30-in. diam.; bids opened Aug. 8; Ford & MacCrea, Engrs., 325 Gazette Bldg., Little Rock, Ark.

Fla., Palm Beach.—Town voted \$50,000 bonds to improve sewer system, etc.; lately noted. Address Town Clerk. (See Road and Street Work.)

Md., Hagerstown.—City Sewerage Com., Police Headquarters Bldg., let contract H. C. Brooks Construction Co. of Martinsburg, W. Va., at \$111,777.55 to construct main and lateral sewers; 22,500 lin. ft. sanitary sewers, 8 to 27 in. diam., with manholes, foundations and appurtenances; 16,000 lin. ft. house connections 6 in. in diam., with appurtenances; 3000 ft. storm-water sewers, 18 in. in diam., with manholes, inlets and appurtenances. (Lately noted inviting bids.)

Mo., Mexico.—City let contract O'Neill Construction Co., Leavenworth, Kans., at \$13,425 to construct sewage-disposal plant and out-fall sewers.

Okla., Claremore.—City let contract Municipal Excavating Co., Oklahoma City, at \$11,000 to construct 8-in. sewer mains with 6-in. laterals.

Okla., Bristow.—City votes August 16 on \$6000 bonds to extend sewer system. Chas. T. C. Schrader, Mayor.

Okla., Woodward.—City will vote on \$10,000 bonds to improve sewer and water systems. Address The Mayor.

Tenn., Maryville.—City let contract J. R. Sutherland Construction Co. of Kansas City, Mo., to construct 12 miles of sanitary sewers; include 40,000 ft. 8-in., 8000 ft. 10-in., 5000 ft. 6-in., 4000 ft. 12-in. and 3000 ft. 15-in. vitrified sewer pipe, 125 manhole covers, 20 tons cast-iron pipe, 45 syphons for flush tanks, 1000 lbs. Portland cement, 150,000 sewer bricks, 40,000 ft. lumber, etc.; \$70,000 bonds authorized; R. C. Huston, Consult. Engr.; S. M. Everett, Mayor. (Lately noted inviting bids.)

Tex., Austin.—City will vote on \$315,000 bonds to build sewage-disposal plant and construct fire-alarm system. Address The Mayor.

Tex., Dallas.—Sewerage Co. let contract Cabell & Kelly, Dallas, to build sewage-disposal plant.

Tex., McKinney.—City let contract Cabell & Kelly, Dallas, at \$25,000 to build sewage-disposal plant.

Tex., San Antonio.—City, M. C. Erwin, Sewer Engr., has let contract for \$25,000 pumping plant for delivering sewerage to present system; pump-house 36x36 ft.; all materials purchased. Lately noted to construct pumping station at Sherman and Waldorf Sts. for connection sewer system, Camp Wilson. (See Machinery Wanted—Sewer-cleaning Machinery.)

Va., Richmond.—City will construct sewer and grading; bids until August 10; Chas. E. Bolling, City Engr. (See Machinery Wanted—Sewer Construction.)

SHIPBUILDING PLANTS

Ala., Mobile.—Henderson Shipbuilding Co. organized with \$250,000 capital; Frank Henderson, Pres.; W. T. Henderson, V.-P. and Treas.; W. L. Whiting, Secy.; construct ships, especially submarine chasers; has plant on Pinto Island.

Ala., Mobile.—Geo. G. Crawford, Pres., Tennessee Coal, Iron & R. R. Co., Birmingham, advises Manufacturers Record: Tennessee Land Co., subsidiary of Tennessee Coal, Iron & R. R. Co., purchased several ownerships of land near Mobile, consolidating an area fronting on Mobile River and Chickasawbogue, suitable as a site for shipbuilding plant. A Manufacturers Record correspondent advises: Land comprises 3000 acres; options on 8000 acres adjoining; understood will build shipyards with 12 marine railways; invest possibly \$6,000,000 for site, plant, etc.; construct steel vessels; receive ship steel plates from mills to be built at Fairfield in connection with the \$11,000,000 expenditure for further facilities by Tennessee Coal, Iron & R. R. Co. in Birmingham district.

Fla., Milton.—Bagdad Shipbuilding Co. chartered with \$50,000 capital; J. A. Merritt, Pres.; R. H. Turner, Secy.; E. R. Malone, Treas., each of Pensacola, Fla.; F. W. Stevenson, V.-P., Bagdad, Fla.; main office at

Pensacola; branch office at Milton. (Lately noted organized to establish shipyards.)

Md., Fairfield.—Riter-Conley Co., Pittsburgh, Pa., plans shipyard additions to include construction of bulkheads, piers and launching ways.

Md., Sparrows Point.—Copper Shop.—Bethlehem Steel Co., South Bethlehem, Pa., let contract to Singer-Pentz Co., 600 Equitable Bldg., Baltimore, to build 2-story 121½x61-ft. fireproof structure for copper shop; plans by Bethlehem corporation's engineer; Geo. H. Johnstone, Constr. Engr., Sparrows Point. (Previously noted to build etc.)

Miss., Moss Point.—John De Angelo, W. H. McInnis and Jesse W. Thompson of Moss Point, A. N. McInnis of Chicora, Miss., and W. B. Patterson of Mobile, Ala., will construct shipbuilding plant; build sailing vessels.

Miss., Moss Point.—Hodge Ship Co. Incptd.; O. E. Hodge, Pres.; J. S. Hunt, V.-P.; J. D. Barksdale, Secy.; all of Hule-Hodge Lumber Co., Hodge, La.; construct shipbuilding plant; install oil engine with electric drive and other machinery; purchased all equipment; construct several frame buildings. (Hule-Hodge Lumber Co., Hodge, La., lately noted having 40-acre site on East Pascagoula River and to build shipyards.)

Miss., Pascagoula.—Henry Piaggio Shipbuilding Co. purchased additional shipyard site, 1600x720 ft., on water front adjoining property recently acquired; now has 69-acre site with 1549 ft. water frontage; build 10 sets of ways instead of 6 as originally planned; facilities to include modeling-room, warehouse, office, 6-room bungalows for employees, etc.; construct wooden ships. (Henry Piaggio, Gulfport, Miss., and Orange, Tex., noted in June to construct shipbuilding plant.)

Miss., Pascagoula.—Dierks-Blodgett Ship Building Co. chartered with \$150,000 capital by D. V. Dierks, J. B. Kirkpatrick and O. D. McCollum, all of Kansas City, Mo. (Dierks-Blodgett Co. lately noted to build shipyards on Pascagoula River; has site; dredge 1000x125x16-ft. channel; construct machine shops and modeling-room.)

N. C., Morehead City.—North Carolina Shipbuilding Co., capital \$300,000, incptd.; G. D. Canfield, Pres.-Mgr.; establish shipyards; mill-construction buildings; plans not decided; install woodworking machinery, air compressor and pneumatic tools. (See Machinery Wanted—Pneumatic Tools.)

N. C., Wilmington.—Geo. W. McKown of Philadelphia, Pa., and J. F. Cushman of New Jersey will establish shipbuilding plant; build wooden vessels; purchased plant site.

Tex., Houston.—Midland Bridge Co., Kansas City, Mo., will build plant for constructing wooden ships; has 25-acre site, including 1000-ft. water frontage on ship channel; construct ways for building 6 ships at one time. (Lately noted to establish plant.)

Va., Norfolk.—Gaylord Investment Co. chartered with \$50,000 capital; J. D. Carey, Pres.; G. W. Flaga, V.-P.; E. W. Sweeney, Secy.; preliminary corporation, which will probably be succeeded by another to build plant for constructing ships.

TEXTILE MILLS

Ala., Talladega.—Cotton Goods.—Chinnabee Valley Mills chartered by Geo. H. Lanier, W. C. Lanier, E. J. Collins and others; capitalization \$200,000.

Fla., Pensacola.—Fabrics.—Everlasting Fabrics Co., capital \$50,000, incptd.; T. L. Cant, Pres.; J. B. Perkins, V.-P.; Terrell Covington, Secy.-Treas.

Fla., Pinellas Park.—Denim.—C. H. Hellig Co., York, Pa., plans to build mill; \$200,000 capitalization; install 5000 spindles, 200 looms, dyeing machinery, finishing equipment, etc.; daily capacity 2000 yds. denim.

N. C., Gastonia.—Cotton Goods.—Trenton Cotton Mills increased capital to \$350,000.

N. C., Greensboro.—Hosiery.—J. E. Latham Co. will install machinery (ordered) for daily capacity 600 dozen pairs men's half-hose; plans installation of bleaching, dyeing and finishing equipment; has suitable building; invest \$100,000 for building improvements, mill machinery, etc. (Lately noted as advising Manufacturers Record of intention to establish mill.)

N. C., Lexington.—Knit Goods.—W. O. Burghin contemplates forming company to establish knitting mill. (See Machinery Wanted—Knitting Equipment.)

N. C., Selma.—Cotton Goods.—Ethel Cotton Mill increased capital from \$100,000 to \$200,000.

WATER-WORKS

Ark., Batesville.—Comms. Water and Light Improvement Dist. No. 1, Ernest Neill, Chrmn., invite bids until Aug. 21 to construct concrete settling basin and clear well and erect brick filter building; settling basin and filter building together to be 30x100 ft.; lay short lines of water pipe to connect with present distribution system and sewer to drain filter plant; furnish and erect 750 G. P. M. centrifugal pump and motor on vertical shaft; also move and reset triplex pump now installed; bids until Aug. 21; Frank L. Wilcox, Engr., Syndicate Trust Bldg., St. Louis, Mo.; contract let for filter equipment; lately noted to expend \$28,000 on installation of water filter system, engine and generator, etc.; capacity of both pump and filter to be 500,000 gals. (See Machinery Wanted—Water Filtration Plant.)

Mo., Columbia.—City will construct concrete-lined reservoir, including excavation and embankment; capacity 1,000,000 gals.; bids opened Aug. 7; John S. Bichnell, City Clerk.

N. C., Tryon.—City will issue \$3000 water-works bonds. Address The Mayor.

Okla., Bristow.—City votes August 16 on \$6000 bonds to extend water-works. Chas. T. C. Schrader, Mayor.

Okla., Erick.—City issued \$7500 bonds to improve water-works. Address The Mayor.

Okla., Frederick.—City, D. W. Womack, City Clerk, asks bids on 250 H. P. engine and pump; Henry A. Pressey, Engr., City Hall, Oklahoma City. Lately noted to construct concrete reservoir, cost about \$6500. (See Machinery Wanted—Engine and Pumps.)

Okla., Granite.—City votes August 20 on \$5000 bonds to drill deep well to increase water supply. Address The Mayor.

Okla., Norman.—City will vote on \$10,000 bonds to construct reservoir and pumphouse. Address The Mayor.

Okla., Woodward.—City will vote on \$10,000 bonds to improve water and sewer systems. Address The Mayor.

Tex., El Paso.—City contemplates enlarging water-works; cost \$100,000; W. E. Race, Supt.

Tex., Mineral Wells.—City, W. W. McClelland, City Engr., voted bonds to construct water-works; probably let contract about October 1 for construction of lake. (Lately noted.)

Tex., Pleasanton.—City will construct water plant and distributing system; cost \$20,000. Address The Mayor.

Tex., Waco.—City contemplates constructing 1,500,000-gal. reservoir to supply army camp; S. J. Quay, Supt.

W. Va., Marlinton.—City voted \$20,000 bonds to purchase water and electric-light plants. Address The Mayor. (Lately noted to vote.)

WOODWORKING PLANTS

Ark., Cotton Plant.—Staves.—Cotton Plant Stave Co., capital \$800, incptd.; R. R. James, Pres.; J. L. Keith, V.-P.; W. S. Henzie, Secy.-Treas.

Ark., Wilnot.—Staves, etc.—Eckhardt & Lennon Co., capital \$50,000, incptd.; H. C. Eckhardt, Pres.; G. L. Prigmore, V.-P.; Stephen Lennon, Secy.-Treas.

Fla., Jacksonville.—Sashes, Doors, etc.—J. C. Halsema Mfg. Co. will erect addition; frame; cost \$3000.

Ga., Valdosta.—Buggies.—South Georgia Buggy Co., capital \$25,000, incptd. by A. H. Havenkotte, L. N. Havenkotte and K. G. Truitt.

Ky., Hardinsburg.—Handles.—J. L. Ferguson and W. E. Foster will install plant to manufacture hickory handles.

La., Mer Rouge.—Staves and Headings.—Interstate Coopersage Co., Monroe, La., is reported to build mill to manufacture staves and headings for oil containers. (See Lumber Mfg.)

Miss., Greenville.—Elm Hoops.—Queen City Hoop Co. will erect buildings by company's force; main building 60x100 ft.; other structures include boiler-room, sawmill-room and hoop sheds; mill construction; has purchased machinery; manufactures coiled elm hoops; daily capacity 75,000 to 85,000; P. W. Hick, Tutwiler, Miss., Pres.; M. C. Smith, Moorhead, Miss., V.-P.; Jos. Engler, Jr., Secy. and Mgr.; lately noted. (See Machinery Wanted—Hoop-factory Supplies.)

N. C., Lenoir.—Chairs.—Bernhardt Mfg. Co. will install machinery to manufacture chairs.

Tenn., Kingston.—Heading.—Tennessee Heading Co., capital \$5000, incptd. by R. B.

Cassell, D. O. Harris, C. P. Flanders and others.

Tex., Gonzales.—Excelsior.—W. J. George is reported as contemplating establishment of excelsior plant.

FIRE DAMAGE

Ala., Huntsville.—Jesse F. Young's residence on Monte Sano; loss \$3500.

Ala., Montgomery.—Montgomery Mattress Factory; loss \$20,000 to \$25,000.

Ala., Tuscaloosa.—John Hanly's livery stables; loss \$12,500; Oliver Bldg.; loss \$8000.

Ark., Argenta.—R. H. Williams' residence, 2210 Main St.; loss \$2800.

Ark., Dumas.—Dr. C. C. Price's residence; loss \$7000.

Ark., Mena.—M. C. Trumbull's stove plant; loss \$6000.

Ga., Atlanta.—Residence at 70 Belgrade Ave., owned by W. A. Gresham, 474 S. Pryor St.

Ga., Rochelle.—W. G. Brown & Co.'s store; loss \$12,000.

Ky., Henderson.—Waller & Co.'s grain elevator; total estimated loss \$225,000.

Ky., La Center.—Antioch Baptist Church. Address The Pastor.

Ky., Louisville.—Berlin Cleaners & Dyers' cleaning plant in rear of 724 S. Fourth St.; loss \$8500; Ben. J. Kohn, Prop.

Ky., Willard.—Jesse Hunter's store and barn; loss \$16,000.

La., Jennings.—Lacassine Irrigation Co.'s Mayville plant; loss \$51,000.

La., Mansfield.—J. Rogers' dwelling, 2 mi. from Mansfield.

La., Shreveport.—Parkview Hotel, Park & Cedar Sts., owned by Louis Reisz; loss \$3000 to \$5000.

Md., Baltimore.—Albert Sells' dwelling and stable at Walnut and 3d Aves., Rognel Heights; loss \$5000.

Md., Brunswick.—Andrew F. Arnold's bank barn and wagon shed near Petersville.

Md., Cockeysville.—John D. Matthews' barn on farm near Cockeysville; loss \$6000.

Md., Lutherville.—E. W. Levering's barn.

Md., Reisterstown.—Harry T. Purdum's residence near Reisterstown; loss \$6000.

Md., Sherwood Forest.—Bungalow owned

by W. W. Dunbracco, 307-09 Professional Bldg., Baltimore.

Md., Stablersville.—Milton Slade's bank barn.

Md., Sparks.—Charles Hatten's barn on farm near Sparks; loss \$2500.

Mo., Diehlstadt.—William Kirkpatrick's store; Marshall Ostner's department store; Ostner's Livery Stable and other buildings; reported loss \$100,000.

Mo., St. Louis.—Frank G. Rand's residence; estimated loss \$30,000.

N. C., Albemarle.—Store building occupied by W. B. Pannill and owned by C. R. Shankle.

N. C., High Point.—H. A. Moffitt's store; Loflin & Brockway's undertaking establishment; loss \$25,000 to \$30,000.

Okla., Commerce.—Bethel Mining Co.'s De-mado mill; loss \$75,000.

Okla., Durant.—John W. Gildart's residence, owned by W. E. Utterback; loss \$3500.

Okla., Hobart.—T. P. Brannon's farm residence 2 mi. from Hobart; loss \$3000.

S. C., Chester.—Dwelling 7 mi. from Chester occupied by Miss Marion Durham and Mrs. J. Farmer, owned by Lillie M. Douglas Estate; loss \$7000.

S. C., Greenville.—H. Y. Batson's residence on Paris Mountain Rd.

S. C., Summerville.—Mrs. Wm. Rivers' residence near Pinehurst.

Tenn., Lynnville.—George W. Witt's residence.

Tex., Bryan.—J. W. Doremus' dwelling; loss \$3000.

Tex., Channing.—Channing Hotel; loss \$6000.

Tex., Huntsville.—Wagon, blacksmith and paint shops and commissary building at Huntsville penitentiary; Jas. E. Ferguson, Governor, Austin.

Tex., San Antonio.—August Cordts' apartment-house; loss \$3000.

Tex., Sunset.—Hall & Son's blacksmith shop; Sunset Grocery Co.'s store; Post-office; W. O. W. Hall; loss \$15,000.

Va., Centerville, R. D. from Clifton Station.—John D. Garrett's residence about 2 mi. from Centerville; loss \$5000.

Va., Port Republic.—Arthur Dierl's 2 barns, loss \$5000; Dr. A. S. Kemper's barn.

Va., Winchester.—Wm. T. Sullivan's livery barn; loss about \$5000.

BUILDING NEWS

BUILDINGS PROPOSED

APARTMENT-HOUSES

Fla., Coconut Grove.—Mr. Carmichael is having plans prepared by August Geiger, Miami, for apartment-house. (See Dwellings.)

Fla., St. Petersburg.—J. W. Nutt will erect apartment-house; 2 stories; six 3-room flats; cost \$7800.

Mo., Kansas City.—B. S. King will erect two 3-story 6-apartment flats; cost \$12,000.

Tex., Houston.—Henry Albrecht will erect duplex stucco apartment-house; 2 stories; 5-room suites; cost \$6000; Finger & Bailey, Architects, Houston.

Tex., Houston.—Miss Annie Epstein has plans by Finger & Bailey, Houston, to convert residence into duplex apartment; stucco; 5-room suites; automatic hot-water heaters; cost \$4000.

ASSOCIATION AND FRATERNAL

Fla., Pensacola.—Y. M. C. A. will erect buildings for army and Navy; J. C. Secrest in charge.

Md., Hagerstown.—Y. M. C. A. receives bids about Sept. 1 to erect building; 2 and 4 stories; 80x195 ft.; cost about \$150,000; H. E. Yessier, 17 Hamilton Row, and M. A. Kountz, Negley Bldg., Architects, Hagerstown. (Previously noted.)

BANK AND OFFICE

Fla., Campbellton.—Building association organized to erect store and office building. (See Stores.)

Pa., Bloomsburg.—Columbia County Trust Co. will issue plans and specifications within week for bids for erection of building; Verus T. Ritter, Archt., Huntington, W. Va.

Ga., Bainbridge.—Bainbridge State Bank will erect building; completion by Sept. 1.

La., New Orleans.—Canal Bank & Trust Co., J. P. Butler, Jr., V.-P., acquired Tulane-Newcomb Bldg. at 211-13 Camp St. and will remodel first floor for banking purposes.

N. C., Durham.—Durham Traction Co. will remodel building on East Main St. for offices, stores, reading-room, etc.; rearrange exterior, provide show windows, etc.

Okla., Miami.—B. T. Hainer and A. James are reported planning to erect 4 or 5-story bank and office building; 75x120 ft.; brick and reinforced concrete; cost about \$180,000; J. W. Roberts, Archt., Claremore, Okla. (Lately noted.)

W. Va., Huntington.—Union Bank & Trust Co., A. C. Thomas, V.-P., will erect bank and office building previously noted; reinforced concrete; 8 stories.

CHURCHES

Ark., Little Rock.—Trinity Cathedral, Rev. Rufus B. Templeton, Dean, will expend \$4000 to repair building, including roof, heating plant, etc.; later plans erection of parish-house containing 16 classrooms, auditorium, etc.

Fla., Tampa.—Congregation Hebrew Free School, S. Kirchick, Pres., will erect synagogue and Sabbath-school; 1-story frame.

Fla., Hastings.—First Methodist Episcopal Church South opens bids about August 10 to erect building; brick walls; cut art stone ashlar; asphalt shingle roof covered with slate; auditorium and Sunday-school rooms; seating capacity about 400; Mark & Sheftall, Architects, Jacksonville, Fla. (Lately noted.)

Ky., Louisville.—Catholic Conservation Council, J. C. Murphy, Chrmn., will erect number chapels and recreation halls at Camp Taylor.

Mo., Kansas City.—Linwood Boulevard Methodist Episcopal Church will erect building for men's Bible classes and gymnasium; 1 story; 68x38 ft.; cost \$10,000; erect Sunday-school building later. Address The Pastor.

Mo., Kansas City.—Ivanhoe Park Christian Church will erect 3-story addition to building at 1510-12 E. 37th St.; cost \$20,000. Address The Pastor.

Tex., Abilene.—R. S. Glenn, Abilene, prepared plans and will let contract in 30 days to erect church building; frame; shingle roof; cost \$6000. Address Rev. O. J. Hull, Pastor.

Tex., Abilene.—Episcopal Church is having plans prepared by David S. Castle, Abilene, for remodeling building and erecting parish-house; cost \$10,000.

Tex., El Paso.—Calvary Houston Square Baptist Church has plans by A. H. Thorman, 425 First National Bank Bldg., El Paso, for building; 3 stories; 90x120 ft.; cost \$100,000.

Va., Bristol.—Mary Street Methodist Church, Rev. H. B. Vaught, pastor, adopted plans by Clarence B. Kearfott, Bristol, Tenn., for building; auditorium to seat 500; pipe organ; cost \$12,000 to \$18,000.

CITY AND COUNTY

Fla., Orlando.—City Hall and Library.—City acquired sites for city hall and library. Address Mayor Giles. (Previously noted.)

Fla., Palm Beach.—Town Hall, etc.—Town voted \$50,000 bonds to erect town hall, fire engine house and garage, purchase combination pump and chemical fire engine, construct incinerator, purchase motor tank car, improve streets, and extend and improve lighting and sewer systems; Geo. E. Brown, Clerk of Election. (Lately noted.)

Mo., Shelbina.—Library.—City will erect Carnegie Library; cost \$10,000; bids opened Aug. 14; E. J. King, City Clerk. (Lately noted.)

Okla., Bristow.—City Hall.—City votes Aug. 16 on \$20,000 bonds to erect city hall; Chas. T. C. Schrader, Mayor.

S. C., Greenville.—Library.—City is considering erecting \$25,000 Carnegie library. Address The Mayor.

Tex., Fort Worth.—Farm.—W. E. Yancy, Tarrant County auditor, receives bids until August 16 to repair roof of dining-room of county farm. (See Courthouses.)

Tex., Munday.—City Hall.—City will erect city hall; 2 stories; brick and concrete; bids opened August 16; plans at offices Mayor and C. H. Leinbach, Archt., Dallas.

Tex., Stamford.—City Hall.—City is having plans prepared by David S. Castle, Abilene, for city hall for which \$25,000 bonds were voted.

W. Va., Glenville.—Jail and Jailor's Residence.—Gilmer County is having plans prepared for jail and jailor's residence and courthouse. (See Courthouses.)

W. Va., Parkersburg.—Farm.—Clerk of Wood County Comms. receives bids until August 14 at courthouse to build frame addition to residence on County Farm near Parkersburg; also remodel present building; plans and specifications after August 6 at office T. T. Sansbury, Archt., Citizens' Bank Bldg., Parkersburg.

COURTHOUSES

Tex., Fort Worth.—W. E. Yancy, Tarrant County auditor, receives bids until August 16 for repairing roofs of courthouse and dining-room of county farm; repairing done with asbestos shingles and heavy three-ply prepared roofing; old slate shingles used where good.

W. Va., Glenville.—Gilmer County Court. N. E. Rymer, Clerk, is having plans prepared by A. F. Wyson, Princeton, W. Va., for lately-noted courthouse; 78x100 ft.; 2 stories and basement; brick, stone and concrete; tile or slate roof; concrete, tile and wood floors; steam heat; gas lights; cost \$80,000; bids opened about October 15; also erect jail and jailor's residence. Address architects. (See Machinery Wanted—Brick; Roofing; Cells.)

DWELLINGS

D. C., Washington.—Thos. A. Jameson, 59 at 1001-09 K St. N. E.; 17x52 ft.; brick; tin roofs; wood floors; hot-water heat; electric lights; cost \$15,000; W. E. Houser, Archt., 37 New York Ave. N. W., Washington. Address owner.

D. C., Washington.—Ward Brown, 1717 20th St. N. W., will remodel residence at 1539 29th St.; cost \$2800.

D. C., Washington.—Jas. T. Gibson has plans by A. E. Landvoigt, 1403 New York Ave. N. W., for frame dwelling at 616 50th St. N. E.; cost \$2500.

Fla., Brooksville.—J. J. Bell will erect bungalow on Brooksville Ave.

Fla., Coconut Grove.—Mr. Carmichael has plans by August Geiger, Miami, for 12 bungalows; Spanish style; 2 sleeping-rooms, bath, kitchenette, living-room and sleeping porch; also having plans prepared by Mr. Geiger for apartment-house and hotel.

Fla., Miami.—J. Newton Lummus will remodel residence; cost \$5000.

Fla., Miami.—E. G. Cole, Buena Vista, Fla., will erect residence; 26x46 ft.; first story native stone; second, frame; composition roof; double wood floors; concrete porch floors; electric lights.

Ga., Atlanta.—Mrs. Nora G. Webb will erect 1-story brick-veneer residence; cost \$4000.

Ga., Atlanta.—Shia & Gutter will erect 3 dwellings at 322-34-36 Woodward Ave.; cost \$2600.

Ga., Thomson.—P. A. Bowden will erect brick residence.

La., New Orleans.—Leopold Loeb has plans by Leon C. Weiss, New Orleans, for residence; stucco; heating plant, laundry, servants' quarters, etc., in basement; attic; tile roof.

Md., Baltimore.—J. E. Henderson, 1637 E. North Ave., is having plans prepared by Geo. N. McKenzie, 3d, Eresham Ave., Govans, Md., for dwelling at Guilford; contractors estimating are: Consolidated Engineering Co., Calvert Bldg.; G. Walter Tovell, Eutaw and McCulloh Sts., and E. G. Turner, 15 E. Fayette St., Baltimore.

Md., Baltimore.—Mary Stolpp is having plans prepared by Oliver B. Wight, Munsey Bldg., Baltimore, for \$8000 residence in Guilford.

Md., Rising Sun.—Samuel Tyson will erect residence to replace structure lately noted damaged by fire; wants plans and estimates; about 8 rooms and bath; foundation 32.2x34.2 ft.

Miss., Brandon.—J. W. White contemplates erecting residence.

Mo., Kansas City.—R. L. Rinker Real Estate Co. will erect 9 frame residences at 4729-35 Tracy St.; cost \$28,000.

Mo., Kansas City.—W. C. Turner, R. T. Hite, Nels Pearson and James Barnes are reported to erect residences.

Mo., Kansas City.—W. J. Koch will erect 1-story stucco dwelling; cost \$6000.

Mo., Kansas City.—G. E. Baltis will erect two 2-story stucco dwellings; cost \$6000.

Mo., Kansas City.—Fred. Answander will erect 2-story stone-veneer dwelling; cost \$4200.

Okla., Oklahoma City.—J. E. Koehr will erect 1-story frame residence; cost \$2500.

Okla., Oklahoma City.—Aurelius Swanson Co. will erect 2-story dwelling 3000 Classen Blvd.; cost \$4000.

S. C., Greenville.—W. M. Jordan has permit to erect residence east side of Pettigru St.; cost \$4000; also to change fronts of Price, Patton & Tillman's store and Willis-Tranham's store; cost \$50 each.

Tex., Abilene.—V. E. Muir is having plans prepared by David S. Castle, Abilene, for \$6000 to \$8000 residence.

Tex., El Paso.—R. L. Collins will erect 6-room bungalow; cost \$3000.

Tex., San Antonio.—Anna Krause will erect 9-room dwelling; cost \$12,000.

Tex., San Antonio.—Thos. Tirolla will erect 8-room dwelling; cost \$6000.

Tex., Tyler.—Erection of residence for which J. H. Bothwell, Archt., Tyler, was receiving bids is indefinitely postponed. (Previously noted.)

GOVERNMENT AND STATE

Fla., Tampa.—Postoffice.—Postmaster McKay will receive bids to alter postoffice lobby preceding installation of 350 lock boxes; bids call for altering 12 windows in custom collector's office, painting window cases in Federal building, removing marble slabs below box section in lobby, lowering present boxes, etc.; bids opened August 18.

Ga., Savannah.—Custom-house.—David C. Barrow, Custodian of U. S. Custom-house, receives bids until Aug. 15 for repairs and painting to building; specifications on application.

Miss., Hingham.—See Va., St. Juliens Creek.

Mo., Kansas City.—State House.—State will repair State House, to include steps, tile floors and marble wainscoting in corridors, refurnishing first and second floors of east wing, part of Senate chamber and adjoining offices, install electric fixtures, etc.; \$75,000 appropriated.

N. J., Lake Denmark.—See Va., St. Juliens Creek.

N. C., Raleigh.—Warehouse.—Council of State is considering plans for State warehouse, for which Legislature made appropriation.

Pa., Fort Mifflin.—See Va., St. Juliens Creek.

S. C., Port Royal.—Officers' Quarters.—Bureau of Yards and Docks, Navy Dept., F. R. Harris, Chief, receives bids until August 20 to erect 2 wood-frame officers' quarters at Marine Recruiting Station; walls covered with drop siding; interior walls and ceilings covered with wall board; ready to lay roofing; complete electric lighting, plumbing and sewer systems; drawings and specifications (No. 2499) on application to Bureau or commandant of naval station named.

Tex., Sabine.—Quarantine Station.—State Board of Health receives bids until August 14 to erect quarantine station; plans and specifications at office Chas. T. Boelhaue, Archt., San Antonio.

Va., St. Juliens Creek.—Magazine Storehouses.—Bureau of Yards and Docks, Navy Dept., Washington, D. C., receives bids until Aug. 27 to erect 2-story frame magazine storehouses at following naval depots: Hingham, Mass. (2); Lake Denmark, N. J. (2); Fort Mifflin, Pa. (1); St. Juliens Creek, Va. (1); wood, plain concrete or reinforced concrete piles, or reinforced concrete foundations; reinforced concrete platform, steps and floor slabs; wood-finished floors; terra-cotta walls and partitions; electric lighting; lightning protection; plumbing and heating; drawings and specifications (No. 2427) at office Bureau of Yards and Docks, Washington, or commandants of navy yards at Boston, Mass.; New York, N. Y.; Philadelphia, Pa.; Norfolk, Va.; F. R. Harris, Chief of Bureau.

HOSPITALS, SANITARiums, ETC.

Ga., Macon.—Government will expend \$500,000 to erect hospital buildings at Camp Wheeler; Walter Henwood, Construction Quartermaster.

Ky., Paducah.—Illinois Central Ry., A. S. Baldwin, Chief Engr., Chicago, will erect hospital to replace burned structure; brick and concrete; exterior stone finish; about 200x57 ft.; fireproof; 2 operating-rooms; steam heat; plans by D. F. McLaughlin of company. (Lately noted.)

Okla., Miami.—State Baptist Hospital Association plans to erect \$70,000 hospital; F. M. McConnell, Supt. of Missions, Oklahoma City.

Okla., Muskogee.—Baptist Hospital, 6th and Fon du Lac Sts., W. T. Hutchings, Pres. of Board, is having plans prepared by E. E. McKibban, Muskogee, for addition to increase capacity from 20 to 70 bedrooms; main portion of addition duplicate of present structure; dormitory to connect main structures.

Tex., Abilene.—Taylor County votes Aug. 21 on \$30,000 bonds to erect hospital. Address County Comms.

HOTELS

Ala., Anniston.—H. L. Hodge, West Point, Miss., purchased Hotel Alabama and will improve interior and refurnish.

Ala., Montgomery.—Luke Thompson will erect hotel at Catoma and Montgomery Sts.; 5 stories; 82 rooms.

Fla., Coconut Grove.—Mr. Carmichael is having plans prepared by August Geiger, Miami, for hotel. (See Dwellings.)

Fla., St. Augustine.—Andrew Williamson acquired Colonial Hotel; will alter and improve and operate as Royal Hotel; 26 rooms.

Fla., Vero.—Sleepy-Eye Lodge Hotel will erect addition; frame; 40 guestrooms with baths.

Ky., Catlettsburg.—John Shively plans to erect 40-room addition to Shively Hotel in fall or spring; private bath in all rooms; garage.

Miss., Hattiesburg.—R. B. McLeod acquired Klondyke Hotel and will improve.

Miss., Pileague.—M. D. Tate will erect brick hotel and store building; cost \$28,000.

W. Va., Bluefield.—John Graham, Pres. Graham Land Co., Graham, Va., is reported organizing company to develop Hotel Hill

property; subdivide portion into building sites and erect hotel.

W. Va., Huntington.—M. Broh and other Huntington capitalists are considering erection of 10-story hotel at 5th Ave. and 10th St.; about 165 rooms; plans include stores on first floor.

MISCELLANEOUS

Okla., Hobart.—Fair.—Kiowa County Fair Assn. will erect fair buildings, to include grandstand, fine arts building and administration building.

Tex., El Paso.—Billiard Hall.—Primm Cigar Co. will erect billiard hall basement under 207 San Antonio St.; cost \$9000.

RAILWAY STATIONS, SHEDS, ETC.

Ark., Rhytheville.—St. Louis & San Francisco Ry., F. G. Jonah, Ch. Engr., St. Louis, and St. Louis Southwestern Ry. Co., J. S. Berry, Supt. B. & B., St. Louis, are reported to erect depot.

Ark., Lansing.—Missouri Pacific System, E. A. Hadley, Ch. Engr., St. Louis, will erect depot.

Ark., Leachville.—Jonesboro, Lake City & Eastern R. R., L. C. Gaty, Gen. Mgr., Jonesboro, Ark., and St. Louis Southwestern Ry. Co., J. S. Berry, Supt. B. & B., St. Louis, will erect depot.

Okla., Oklahoma City.—St. Louis & San Francisco Ry. Co., F. G. Jonah, Chief Engr., St. Louis, will erect station; 2 stories; brick, stone and reinforced concrete; cost about \$300,000; Lenanbaum, Malx & Vegeant, Archts., 175 W. Jackson Blvd., Chicago; receives bids about August 20. (Lately noted.)

S. C., Greenville.—Southern Ry. Co., R. Herman, Ch. Engr. M. W. and S. Lines East, Charlotte, N. C., will erect station at Paris.

SCHOOLS

Ala., Birmingham.—Seminary Stock Co. organized with Miss Hattie Morton, Pres.; Hubert Smith, V.-P.; Ray Schultz, Treas.; McLain Smith, Secy.; acquired 12-acre site at Edgewood and will develop for Birmingham Seminary; will remodel Stephen Smith home on property for administration building, erect brown brick dormitory and classroom building to accommodate 120 students; 50 rooms, 18 baths, 10 showers, gymnasium, swimming pool, soundproof music-room, art studio, tennis courts, etc.; collonade connections, cost \$60,000; present plans represent investment of \$100,000; Sallie & Mewhinney, Archts., Birmingham.

Ala., Brice.—Etowah County will erect school; 3 rooms; E. P. Murphy, County Supt. elect of Education, Gadsden.

Ala., Gadsden.—School Board acquired 2 buildings east of Stripling and Desque school grounds and will remodel for schools.

Ala., Glencoe.—Etowah County will erect 5-room school; E. P. Murphy, County Supt. elect of Education, Gadsden.

Ala., Mobile.—Board of School Commrs. directed George B. Rogers, School Archt., Suite 1010 Van Antwerp Bldg., Mobile, to prepare plans for 2 school buildings, constructed upon unit system, and advertise for bids. (Previously noted.)

Ark., Magnolia.—Magnolia Special School Dist., J. O. Hutcheson, Secy., has plans by Clyde A. Ferrell, Little Rock, Ark., for high school; 124x126 ft.; 2 stories and basement; brick; roofing, heating and lighting not determined; yellow pine floors except cement basement floor; cost \$60,000; bids opened August 23; heating, wiring and plumbing contracts let separately. Address J. O. Hutcheson. (Lately noted.)

Fla., Jacksonville.—Board of Public Instruction of Duval County opens bids in about 30 days to erect school at Oakland; 16 classrooms, domestic science and manual training rooms; wood joist floor construction; brick bearing walls; steam heat (contract let later); cost \$40,000. (Lately noted.)

Fla., Vining.—Board of Public Instruction of St. Lucie County, J. W. Hodge, Secy., Fort Pierce, will erect frame school; bids opened August 7; plans from W. C. Russell, Russell's Garage, Fort Pierce.

Ga., Douglasville.—City will vote Sept. 1 on \$45,000 bonds to erect school. Address The Mayor.

Ga., Emerson.—Emerson Park School Dist. voted \$5000 school bonds. Address Dist. School Trustees.

Ga., Newton.—City will erect school; voted \$7000 bonds. Address The Mayor.

La., Merryville.—Board of Education plans to issue \$70,000 bonds to erect high school.

Pensacola; branch office at Milton. (Lately noted organized to establish shipyards.)

Mo., Fairfield.—Ritter-Conley Co., Pittsburgh, Pa., plans shipyard additions to include construction of bulkheads, piers and launching ways.

Mo., Sparrows Point—Copper Shop.—Bethlehem Steel Co., South Bethlehem, Pa., let contract to Slinger-Pentz Co., 600 Equitable Bldg., Baltimore, to build 2-story 121½x61-ft. fireproof structure for copper shop; plans by Bethlehem corporation's engineer; Geo. H. Johnstone, Constr. Engr., Sparrows Point. (Previously noted to build etc.)

Miss., Moss Point.—John De Angelo, W. H. McNis and Jesse W. Thompson of Moss Point, A. N. McNis of Chicago, Miss., and W. B. Patterson of Mobile, Ala., will construct shipbuilding plant; build sailing vessels.

Miss., Moss Point.—Hodge Ship Co. Incptd.; O. E. Hodge, Pres.; J. S. Hunt, V.-P.; J. D. Barksdale, Secy.; all of Hule-Hodge Lumber Co., Hodge, La.; construct shipbuilding plant; install oil engine with electric drive and other machinery; purchased all equipment; construct several frame buildings. (Hule-Hodge Lumber Co., Hodge, La., lately noted having 40-acre site on East Pascagoula River and to build shipyards.)

Miss., Pascagoula.—Henry Piaggio Shipbuilding Co. purchased additional shipyard site, 1600x720 ft., on water front adjoining property recently acquired; now has 69-acre site with 1549 ft. water frontage; build 10 sets of ways instead of 6 as originally planned; facilities to include modeling-room, warehouse, office, 6-room bungalows for employees, etc.; construct wooden ships. (Henry Piaggio, Gulfport, Miss., and Orange, Tex., noted in June to construct shipbuilding plant.)

Miss., Pascagoula.—Dierks-Blodgett Ship Building Co. chartered with \$150,000 capital by D. V. Dierks, J. B. Kirkpatrick and O. D. McCollum, all of Kansas City, Mo. (Dierks-Blodgett Co. lately noted to build shipyards on Pascagoula River; has site; dredge 1000x125x16-ft. channel; construct machine shops and modeling-room.)

N. C., Morehead City.—North Carolina Shipbuilding Co., capital \$300,000, incptd.; G. D. Canfield, Pres.-Mgr.; establish shipyards; mill-construction buildings; plans not decided; install woodworking machinery, air compressor and pneumatic tools. (See Machinery Wanted—Pneumatic Tools.)

N. C., Wilmington.—Geo. W. McKown of Philadelphia, Pa., and J. F. Cushman of New Jersey will establish shipbuilding plant; build wooden vessels; purchased plant site.

Tex., Houston.—Midland Bridge Co., Kansas City, Mo., will build plant for constructing wooden ships; has 25-acre site, including 1000-ft. water frontage on ship channel; construct ways for building 6 ships at one time. (Lately noted to establish plant.)

Va., Norfolk.—Gaylord Investment Co. chartered with \$50,000 capital; J. D. Carey, Pres.; G. W. Flaga, V.-P.; E. W. Sweeney, Secy.; preliminary corporation, which will probably be succeeded by another to build plant for constructing ships.

TEXTILE MILLS

Ala., Talladega—Cotton Goods.—Chinnabee Valley Mills chartered by Geo. H. Lanier, W. C. Lanier, E. J. Collins and others; capitalization \$200,000.

Fla., Pensacola—Fabrics.—Everlasting Fabrics Co., capital \$50,000, incptd.; T. L. Cant, Pres.; J. B. Perkins, V.-P.; Terrell Covington, Secy.-Treas.

Fla., Pinellas Park—Denim.—C. H. Hellig Co., York, Pa., plans to build mill; \$200,000 capitalization; install 5000 spindles, 200 looms, dyeing machinery, finishing equipment, etc.; daily capacity 2000 yds. denim.

N. C., Gastonia—Cotton Goods.—Trenton Cotton Mills increased capital to \$350,000.

N. C., Greensboro—Hosiery.—J. E. Latham Co. will install machinery (ordered) for daily capacity 600 dozen pairs men's half-hose; plans installation of bleaching, dyeing and finishing equipment; has suitable building; invest \$100,000 for building improvements, mill machinery, etc. (Lately noted as advising Manufacturers Record of intention to establish mill.)

N. C., Lexington—Knit Goods.—W. O. Burgin contemplates forming company to establish knitting mill. (See Machinery Wanted—Knitting Equipment.)

N. C., Selma—Cotton Goods.—Ethel Cotton Mill increased capital from \$100,000 to \$200,000.

WATER-WORKS

Ark., Batesville.—Comms. Water and Light Improvement Dist. No. 1, Ernest Neill, Chrmn., invite bids until Aug. 21 to construct concrete settling basin and clear well and erect brick filter building; settling basin and filter building together to be 30x100 ft.; lay short lines of water pipe to connect with present distribution system and sewer to drain filter plant; furnish and erect 750 G. P. M. centrifugal pump and motor on vertical shaft; also move and reset triplex pump now installed; bids until Aug. 21; Frank L. Wilcox, Engr., Syndicate Trust Bldg., St. Louis, Mo.; contract let for filter equipment; lately noted to expend \$25,000 on installation of water filter system, engine and generator, etc.; capacity of both pump and filter to be 500,000 gals. (See Machinery Wanted—Water Filtration Plant.)

Mo., Columbia.—City will construct concrete-lined reservoir, including excavation and embankment; capacity 1,000,000 gals.; bids opened Aug. 7; John S. Bichnell, City Clerk.

N. C., Tryon.—City will issue \$3000 water-works bonds. Address The Mayor.

Okl., Bristow.—City votes August 16 on \$6000 bonds to extend water-works. Chas. T. C. Schrader, Mayor.

Okl., Erick.—City issued \$7500 bonds to improve water-works. Address The Mayor.

Okl., Frederick.—City, D. W. Womack, City Clerk, asks bids on 250 H. P. engine and pump; Henry A. Pressey, Engr., City Hall, Oklahoma City. Lately noted to construct concrete reservoir, cost about \$6500. (See Machinery Wanted—Engine and Pumps.)

Okl., Granite.—City votes August 20 on \$5000 bonds to drill deep well to increase water supply. Address The Mayor.

Okl., Norman.—City will vote on \$10,000 bonds to construct reservoir and pumphouse. Address The Mayor.

Okl., Woodward.—City will vote on \$10,000 bonds to improve water and sewer systems. Address The Mayor.

Tex., El Paso.—City contemplates enlarging water-works; cost \$100,000; W. E. Race, Supt.

Tex., Mineral Wells.—City, W. W. McClendon, City Engr., voted bonds to construct water-works; probably let contract about October 1 for construction of lake. (Lately noted.)

Tex., Pleasanton.—City will construct water plant and distributing system; cost \$20,000. Address The Mayor.

Tex., Waco.—City contemplates constructing 1,500,000-gal. reservoir to supply army camp; S. J. Quay, Supt.

W. Va., Marlinton.—City voted \$20,000 bonds to purchase water and electric-light plants. Address The Mayor. (Lately noted to vote.)

WOODWORKING PLANTS

Ark., Cotton Plant—Staves.—Cotton Plant Stave Co., capital \$800, incptd.; R. R. James, Pres.; J. L. Keith, V.-P.; W. S. Henzie, Secy.-Treas.

Ark., Wilmot—Staves, etc.—Eckhardt & Lennon Co., capital \$50,000, incptd.; H. C. Eckhardt, Pres.; G. L. Prigmore, V.-P.; Stephen Lennon, Secy.-Treas.

Fla., Jacksonville—Sashes, Doors, etc.—J. C. Halsema Mfg. Co. will erect addition; frame; cost \$3000.

Ga., Valdosta—Buggies.—South Georgia Buggy Co., capital \$25,000, incptd. by A. H. Havenkotte, L. N. Havenkotte and K. G. Truitt.

Ky., Hardinsburg—Handles.—J. L. Ferguson and W. E. Foster will install plant to manufacture hickory handles.

La., Mer Rouge—Staves and Headings.—Interstate Cooperage Co., Monroe, La., is reported to build mill to manufacture staves and headings for oil containers. (See Lumber Mfg.)

Miss., Greenville—Elm Hoops.—Queen City Hoop Co. will erect buildings by company's force; main building 60x100 ft.; other structures include boiler-room, sawmill-room and hoop sheds; mill construction; has purchased machinery; manufactures coiled elm hoops; daily capacity 75,000 to 85,000; P. W. Hick, Tutwiler, Miss., Pres.; M. C. Smith, Moorhead, Miss., V.-P.; Jos. Engler, Jr., Secy. and Mgr.; lately noted. (See Machinery Wanted—Hoop-factory Supplies.)

N. C., Lenoir—Chairs.—Bernhardt Mfg. Co. will install machinery to manufacture chairs.

Tenn., Kingston—Heading.—Tennessee Heading Co., capital \$5000, incptd. by R. B.

Cassell, D. O. Harris, C. P. Flanders and others.

Tex., Gonzales—Excelsior.—W. J. George is reported as contemplating establishment of excelsior plant.

FIRE DAMAGE

Ala., Huntsville.—Jesse F. Young's residence on Monte Sano; loss \$3500.

Ala., Montgomery.—Montgomery Mattress Factory; loss \$20,000 to \$25,000.

Ala., Tuscaloosa.—John Hanly's livery stables; loss \$12,500; Oliver Bldg.; loss \$5000.

Ark., Argenta.—R. H. Williams' residence, 2210 Main St.; loss \$2800.

Ark., Dumas.—Dr. C. C. Price's residence; loss \$7000.

Ark., Mena.—M. C. Trumbull's stove plant; loss \$6000.

Ga., Atlanta.—Residence at 70 Belgrade Ave., owned by W. A. Gresham, 474 S. Pryor St.

Ga., Rochelle.—W. G. Brown & Co.'s store; loss \$12,000.

Ky., Henderson.—Waller & Co.'s grain elevator; total estimated loss \$225,000.

Ky., La Center.—Antioch Baptist Church. Address The Pastor.

Ky., Louisville.—Berlin Cleaners & Dyers' cleaning plant in rear of 724 S. Fourth St.; loss \$500; Ben. J. Kohn, Propr.

Ky., Willard.—Jesse Hunter's store and barn; loss \$16,000.

La., Jennings.—Lacassine Irrigation Co.'s Mayville plant; loss \$51,000.

La., Mansfield.—J. Rogers' dwelling, 2 mi. from Mansfield.

La., Shreveport.—Parkview Hotel, Park & Cedar Sts., owned by Louis Reisz; loss \$3000 to \$5000.

Md., Baltimore.—Albert Sailer's dwelling and stable at Walnut and 3d Aves., Rognel Heights; loss \$5000.

Md., Brunswick.—Andrew F. Arnold's bank barn and wagon shed near Petersville.

Md., Cockeysville.—John D. Matthews' barn on farm near Cockeysville; loss \$6000.

Md., Lutherville.—E. W. Levering's barn.

Md., Reisterstown.—Harry T. Purdum's residence near Reisterstown; loss \$6000.

Md., Sherwood Forest.—Bungalow owned

by W. W. Dunbracco, 307-60 Professional Bldg., Baltimore.

Mo., Stablersville.—Milton Slade's bank barn.

Mo., Sparks.—Charles Hatten's barn on farm near Sparks; loss \$2500.

Mo., Diehlstadt.—William Kirkpatrick's store; Marshall Ostner's department store; Ostner's Livery Stable and other buildings; reported loss \$100,000.

Mo., St. Louis.—Frank G. Raud's residence; estimated loss \$30,000.

N. C., Albemarle.—Store building occupied by W. B. Pannill and owned by C. R. Shankle.

N. C., High Point.—H. A. Moffitt's store; Loflin & Brockway's undertaking establishment; loss \$25,000 to \$30,000.

Okl., Commerce.—Bethel Mining Co.'s De-mado mill; loss \$75,000.

Okl., Durant.—John W. Gildart's residence, owned by W. E. Utterback; loss \$3500.

Okl., Hobart.—T. P. Braannon's farm residence 2 mi. from Hobart; loss \$3000.

S. C., Chester.—Dwelling 7 mi. from Chester occupied by Miss Marion Durham and Mrs. J. Farmer, owned by Lillie M. Douglas Estate; loss \$7000.

S. C., Greenville.—H. Y. Batson's residence on Paris Mountain Rd.

S. C., Summerville.—Mrs. Wm. Rivers' residence near Pinehurst.

Tenn., Lynnville.—George W. Witt's residence.

Tex., Bryan.—J. W. Doremus' dwelling; loss \$8000.

Tex., Channing.—Channing Hotel; loss \$6000.

Tex., Huntsville.—Wagon, blacksmith and paint shops and commissary building at Huntsville penitentiary; Jas. E. Ferguson, Governor, Austin.

Tex., San Antonio.—August Cordts' apartment-house; loss \$3000.

Tex., Sunset.—Hall & Son's blacksmith shop; Sunset Grocery Co.'s store; Post-office; W. O. W. Hall; loss \$15,000.

Va., Centerville, R. D. from Clifton Station.—John D. Garrett's residence about 2 mi. from Centerville; loss \$5000.

Va., Port Republic.—Arthur Dierl's 2 barns, loss \$5000; Dr. A. S. Kemper's barn.

Va., Winchester.—Wm. T. Sullivan's livery barn; loss about \$5000.

BUILDING NEWS

BUILDINGS PROPOSED

APARTMENT-HOUSES

Fla., Coconut Grove.—Mr. Carmichael is having plans prepared by August Geiger, Miami, for apartment-house. (See Dwellings.)

Fla., St. Petersburg.—J. W. Nutt will erect apartment-house; 2 stories; six 3-room flats; cost \$7800.

Mo., Kansas City.—B. S. King will erect two 3-story 6-apartment flats; cost \$12,000.

Tex., Houston.—Henry Albrecht will erect duplex stucco apartment-house; 2 stories; 5-room suites; cost \$6000; Finger & Bailey, Architects, Houston.

Tex., Houston.—Miss Annie Epstein has plans by Finger & Bailey, Houston, to convert residence into duplex apartment; stucco; 5-room suites; automatic hot-water heaters; cost \$4000.

ASSOCIATION AND FRATERNAL

Fla., Pensacola.—Y. M. C. A. will erect buildings for army and Navy; J. C. Secrest in charge.

Md., Hagerstown.—Y. M. C. A. receives bids about Sept. 1 to erect building; 2 and 4 stories; 80x195 ft.; cost about \$150,000; H. E. Yessler, 17 Hamilton Row, and M. A. Kountz, Negley Bldg., Architects, Hagerstown. (Previously noted.)

BANK AND OFFICE

Fla., Campbellton.—Building association organized to erect store and office building. (See Stores.)

Pa., Bloomsburg.—Columbia County Trust Co. will issue plans and specifications within week for bids for erection of building; Verus T. Ritter, Archt., Huntington, W. Va.

Ga., Bainbridge.—Bainbridge State Bank will erect building; completion by Sept. 1.

La., New Orleans.—Canal Bank & Trust Co., J. P. Butler, Jr., V.-P., acquired Tulane-Newcomb Bldg. at 211-13 Camp St. and will remodel first floor for banking purposes.

N. C., Durham.—Durham Traction Co. will remodel building on East Main St. for offices, stores, reading-room, etc.; rearrange exterior, provide show windows, etc.

Okl., Miami.—B. T. Hainer and A. James are reported planning to erect 4 or 5-story bank and office building; 75x120 ft.; brick and reinforced concrete; cost about \$180,000; J. W. Roberts, Archt., Claremore, Okla. (Lately noted.)

W. Va., Huntington.—Union Bank & Trust Co., A. C. Thomas, V.-P., will erect bank and office building previously noted; reinforced concrete; 8 stories.

CHURCHES

Ark., Little Rock.—Trinity Cathedral, Rev. Rufus B. Templeton, Dean, will expend \$4000 to repair building, including roof, heating plant, etc.; later plans erection of parish-house containing 16 classrooms, auditorium, etc.

Fla., Tampa.—Congregation Hebrew Free School, S. Kirckick, Pres., will erect synagogue and Sabbath-school; 1-story frame.

Fla., Hastings.—First Methodist Episcopal Church South opens bids about August 10 to erect building; brick walls; cut art stone ashlar; asphalt shingle roof covered with slate; auditorium and Sunday-school rooms; seating capacity about 400; Mark & Sheffall, Architects, Jacksonville, Fla. (Lately noted.)

Ky., Louisville.—Catholic Conservation Council, J. C. Murphy, Chrmn., will erect number chapels and recreation halls at Camp Taylor.

Mo., Kansas City.—Linwood Boulevard Methodist Episcopal Church will erect building for men's Bible classes and gymnasium; 1 story; 65x38 ft.; cost \$10,000; erect Sunday-school building later. Address The Pastor.

Mo., Kansas City.—Ivanhoe Park Christian Church will erect 3-story addition to building at 1810-12 E. 37th St.; cost \$20,000. Address The Pastor.

Tex., Abilene.—R. S. Glenn, Abilene, prepared plans and will let contract in 30 days to erect church building; frame; shingle roof; cost \$6000. Address Rev. O. J. Hull, Pastor.

Tex., Abilene.—Episcopal Church is having plans prepared by David S. Castle, Abilene, for remodeling building and erecting parish-house; cost \$10,000.

Tex., El Paso.—Calvary Houston Square Baptist Church has plans by A. H. Thorman, 45 First National Bank Bldg., El Paso, for building; 3 stories; 90x120 ft.; cost \$100,000.

Va., Bristol.—Mary Street Methodist Church, Rev. H. B. Vaughn, pastor, adopted plans by Clarence B. Kearfott, Bristol, Tenn., for building; auditorium to seat 500; pipe organ; cost \$12,000 to \$18,000.

CITY AND COUNTY

Fla., Orlando.—City Hall and Library.—City acquired sites for city hall and library. Address Mayor Giles. (Previously noted.)

Fla., Palm Beach.—Town Hall, etc.—Town voted \$50,000 bonds to erect town hall, fire engine house and garage, purchase combination pump and chemical fire engine, construct incinerator, purchase motor tank car, improve streets, and extend and improve lighting and sewer systems; Geo. E. Brown, Clerk of Election. (Lately noted.)

Mo., Shelbina.—Library.—City will erect Carnegie Library; cost \$10,000; bids opened Aug. 14; E. J. King, City Clerk. (Lately noted.)

Okla., Bristow.—City Hall.—City votes Aug. 16 on \$20,000 bonds to erect city hall; Chas. T. C. Schrader, Mayor.

S. C., Greenville.—Library.—City is considering erecting \$25,000 Carnegie Library. Address The Mayor.

Tex., Fort Worth.—Farm.—W. E. Yancy, Tarrant County auditor, receives bids until August 16 to repair roof of dining-room of county farm. (See Courthouses.)

Tex., Munday.—City Hall.—City will erect city hall; 2 stories; brick and concrete; bids opened August 16; plans at offices Mayor and C. H. Leinbach, Archt., Dallas.

Tex., Stamford.—City Hall.—City is having plans prepared by David S. Castle, Abilene, for city hall for which \$25,000 bonds were voted.

W. Va., Glenville.—Jail and Jailer's Residence.—Gilmer County is having plans prepared for jail and jailer's residence and courthouse. (See Courthouses.)

W. Va., Parkersburg.—Farm.—Clerk of Wood County Commrs. receives bids until August 14 at courthouse to build frame addition to residence on County Farm near Parkersburg; also remodel present building; plans and specifications after August 6 at office T. T. Sansbury, Archt., Citizens' Bank Bldg., Parkersburg.

COURTHOUSES

Tex., Fort Worth.—W. E. Yancy, Tarrant County auditor, receives bids until August 16 for repairing roofs of courthouse and dining-room of county farm; repairing done with asbestos shingles and heavy three-ply prepared roofing; old slate shingles used where good.

W. Va., Glenville.—Gilmer County Court. N. E. Rymer, Clerk, is having plans prepared by A. F. Wyson, Princeton, W. Va., for lately-noted courthouse; 78x100 ft.; 2 stories and basement; brick, stone and concrete; tile or slate roof; concrete, tile and wood floors; steam heat; gas lights; cost \$60,000; bids opened about October 15; also erect jail and jailer's residence. Address architects. (See Machinery Wanted.—Brick; Roofing; Cells.)

DWELLINGS

D. C., Washington.—Thos. A. Jameson, 59 at 1001-09 K St. N. E.; 17x52 ft.; brick; tin roofs; wood floors; hot-water heat; electric lights; cost \$15,000; W. E. Houser, Archt., 37 New York Ave. N. W., Washington. Address owner.

D. C., Washington.—Ward Brown, 1717 20th St. N. W., will remodel residence at 1539 29th St.; cost \$2900.

D. C., Washington.—Jas. T. Gibson has plans by A. E. Landvoigt, 1403 New York Ave. N. W., for frame dwelling at 616 50th St. N. E.; cost \$2500.

Fla., Brooksville.—J. J. Bell will erect bungalow on Brooksville Ave.

Fla., Coconut Grove.—Mr. Carmichael has plans by August Geiger, Miami, for 12 bungalows; Spanish style; 2 sleeping-rooms, bath, kitchenette, living-room and sleeping porch; also having plans prepared by Mr. Geiger for apartment-house and hotel.

Fla., Miami.—J. Newton Lummus will remodel residence; cost \$5000.

Fla., Miami.—E. G. Cole, Buena Vista, Fla., will erect residence; 26x46 ft.; first story native stone; second, frame; composition roof; double wood floors; concrete porch floors; electric lights.

Ga., Atlanta.—Mrs. Nora G. Webb will erect 1-story brick-veneer residence; cost \$4000.

Ga., Atlanta.—Shia & Gutter will erect 3 dwellings at 332-34-36 Woodward Ave.; cost \$2600.

Ga., Thomson.—P. A. Bowden will erect brick residence.

La., New Orleans.—Leopold Loeb has plans by Leon C. Weiss, New Orleans, for residence; stucco; heating plant, laundry, servants' quarters, etc., in basement; attic; tile roof.

Md., Baltimore.—J. E. Henderson, 1637 E. North Ave., is having plans prepared by Geo. N. McKenzie, 3d, Eresham Ave., Govans, Md., for dwelling at Guilford; contractors estimating are: Consolidated Engineering Co., Calvert Bldg.; G. Walter Tovell, Eutaw and McCulloh Sts., and E. G. Turner, 15 E. Fayette St., Baltimore.

Md., Baltimore.—Mary Stolpp is having plans prepared by Oliver B. Wight, Munsey Bldg., Baltimore, for \$8000 residence in Guilford.

Md., Rising Sun.—Samuel Tyson will erect residence to replace structure lately noted damaged by fire; wants plans and estimates; about 8 rooms and bath; foundation 32.2x34.2 ft.

Miss., Brandon.—J. W. White contemplates erecting residence.

Mo., Kansas City.—R. L. Rinker Real Estate Co. will erect 9 frame residences at 429-35 Tracy St.; cost \$28,000.

Mo., Kansas City.—W. C. Turner, R. T. Hite, Nels Pearson and James Barnes are reported to erect residences.

Mo., Kansas City.—W. J. Koch will erect 1-story stucco dwelling; cost \$6000.

Mo., Kansas City.—G. E. Baltis will erect two 2-story stucco dwellings; cost \$6000.

Mo., Kansas City.—Fred. Answander will erect 2-story stone-veneer dwelling; cost \$4200.

Okla., Oklahoma City.—J. E. Roehr will erect 1-story frame residence; cost \$2500.

Okla., Oklahoma City.—Aurelius Swanson Co. will erect 2-story dwelling 3000 Classen Blvd.; cost \$4000.

S. C., Greenville.—W. M. Jordan has permit to erect residence east side of Pettigru St.; cost \$4000; also to change fronts of Pride, Patton & Tillman's store and Willis-Tranham's store; cost \$850 each.

Tex., Abilene.—V. E. Muir is having plans prepared by David S. Castle, Abilene, for \$6000 to \$8000 residence.

Tex., El Paso.—R. L. Collins will erect 6-room bungalow; cost \$3000.

Tex., San Antonio.—Anna Krause will erect 9-room dwelling; cost \$12,000.

Tex., San Antonio.—Thos. Tirola will erect 8-room dwelling; cost \$6000.

Tex., Tyler.—Erection of residence for which J. H. Bothwell, Archt., Tyler, was receiving bids is indefinitely postponed. (Previously noted.)

GOVERNMENT AND STATE

Fla., Tampa.—Postoffice.—Postmaster McKay will receive bids to alter postoffice lobby preceding installation of 350 lock boxes; bids call for altering 12 windows in custom collector's office, painting window cases in Federal building, removing marble slabs below box section in lobby, lowering present boxes, etc.; bids opened August 18.

Ga., Savannah.—Custom-house.—David C. Barrow, Custodian of U. S. Custom-house, receives bids until Aug. 15 for repairs and painting to building; specifications on application.

Miss., Hingham.—See Va., St. Juliens Creek.

Mo., Kansas City.—State House.—State will repair State House, to include steps, tile floors and marble wainscoting in corridors, refurnishing first and second floors of east wing, part of Senate chamber and adjoining offices, install electric fixtures, etc.; \$75,000 appropriated.

N. J., Lake Denmark.—See Va., St. Juliens Creek.

N. C., Raleigh.—Warehouse.—Council of State is considering plans for State warehouse, for which Legislature made appropriation.

Pa., Fort Mifflin.—See Va., St. Juliens Creek.

S. C., Port Royal.—Officers' Quarters.—Bureau of Yards and Docks, Navy Dept., F. R. Harris, Chief, receives bids until August 20 to erect 2 wood-frame officers' quarters at Marine Recruiting Station; walls covered with drop siding; interior walls and ceilings covered with wall board; ready to lay roofing; complete electric lighting, plumbing and sewer systems; drawings and specifications (No. 2499) on application to Bureau or commandant of naval station named.

Tex., Sabine.—Quarantine Station.—State Board of Health receives bids until August 14 to erect quarantine station; plans and specifications at office Chas. T. Boelhaugwe, Archt., San Antonio.

Va., St. Juliens Creek.—Magazine Storehouses.—Bureau of Yards and Docks, Navy Dept., Washington, D. C., receives bids until Aug. 27 to erect 2-story frame magazine storehouses at following naval depots: Hingham, Mass. (2); Lake Denmark, N. J. (2); Fort Mifflin, Pa. (1); St. Juliens Creek, Va. (1); wood, plain concrete or reinforced concrete piles, or reinforced concrete foundations; reinforced concrete platform, steps and floor slabs; wood-finished floors; terra-cotta walls and partitions; electric lighting; lightning protection; plumbing and heating; drawings and specifications (No. 2427) at office Bureau of Yards and Docks, Washington, or commandants of navy-yards at Boston, Mass.; New York, N. Y.; Philadelphia, Pa.; Norfolk, Va.; F. R. Harris, Chief of Bureau.

HOSPITALS, SANITARIUMS, ETC.

Ga., Macon.—Government will expend \$500,000 to erect hospital buildings at Camp Wheeler; Walter Henwood, Construction Quartermaster.

Ky., Paducah.—Illinois Central Ry., A. S. Baldwin, Chief Engr., Chicago, will erect hospital to replace burned structure; brick and concrete; exterior stone finish; about 200x57 ft.; fireproof; 2 operating-rooms; steam heat; plans by D. F. McLaughlin of company. (Lately noted.)

Okla., Miami.—State Baptist Hospital Association plans to erect \$70,000 hospital; F. M. McConnell, Supt. of Missions, Oklahoma City.

Okla., Muskogee.—Baptist Hospital, 6th and Pon du Lac Sts., W. T. Hutchings, Pres. of Board, is having plans prepared by E. E. McKibbin, Muskogee, for addition to increase capacity from 20 to 70 bedrooms; main portion of addition duplicate of present structure; dormitory to connect main structures.

Tex., Abilene.—Taylor County votes Aug. 21 on \$30,000 bonds to erect hospital. Address County Commrs.

HOTELS

Ala., Anniston.—H. L. Hodge, West Point, Miss., purchased Hotel Alabama and will improve interior and refurnish.

Ala., Montgomery.—Luke Thompson will erect hotel at Catoma and Montgomery Sts.; 5 stories; 82 rooms.

Fla., Coconut Grove.—Mr. Carmichael is having plans prepared by August Geiger, Miami, for hotel. (See Dwellings.)

Fla., St. Augustine.—Andrew Williamson acquired Colonial Hotel; will alter and improve and operate as Royal Hotel; 26 rooms.

Fla., Vero.—Sleepy-Eye Lodge Hotel will erect addition; frame; 40 guestrooms with baths.

Ky., Catlettsburg.—John Shively plans to erect 40-room addition to Shively Hotel in fall or spring; private bath in all rooms; garage.

Miss., Hattiesburg.—R. B. McLeod acquired Klondyke Hotel and will improve.

Miss., Playune.—M. D. Tate will erect brick hotel and store building; cost \$28,000.

W. Va., Bluefield.—John Graham, Pres. Graham Land Co., Graham, Va., is reported organizing company to develop Hotel Hill

property; subdivide portion into building sites and erect hotel.

W. Va., Huntington.—M. Broh and other Huntington capitalists are considering erection of 10-story hotel at 5th Ave. and 10th St.; about 165 rooms; plans include stores on first floor.

MISCELLANEOUS

Okla., Hobart.—Fair.—Klown County Fair Assn. will erect fair buildings, to include grandstand, fine arts building and administration building.

Tex., El Paso.—Billard Hall.—Primm Cigar Co. will erect billiard hall basement under 207 San Antonio St.; cost \$3000.

RAILWAY STATIONS, SHEDS, ETC.

Ark., Hlytheville.—St. Louis & San Francisco Ry., F. G. Jonah, Ch. Engr., St. Louis, and St. Louis Southwestern Ry. Co., J. S. Berry, Supt. B. & B., St. Louis, are reported to erect depot.

Ark., Lansing.—Missouri Pacific System, E. A. Hadley, Ch. Engr., St. Louis, will erect depot.

Ark., Leachville.—Jonesboro, Lake City & Eastern R. R., L. C. Gaty, Gen. Mgr., Jonesboro, Ark., and St. Louis Southwestern Ry. Co., J. S. Berry, Supt. B. & B., St. Louis, will erect depot.

Okla., Oklahoma City.—St. Louis & San Francisco Ry. Co., F. G. Jonah, Chief Engr., St. Louis, will erect station; 2 stories; brick, stone and reinforced concrete; cost about \$300,000; Lenanbaum, Malx & Vegeant, Archts., 175 W. Jackson Blvd., Chicago; receives bids about August 30. (Lately noted.)

S. C., Greenville.—Southern Ry. Co., B. Herman, Ch. Engr. M. W. and S. Lines East, Charlotte, N. C., will erect station at Paris.

SCHOOLS

Ala., Birmingham.—Seminary Stock Co. organized with Miss Hattie Morton, Pres.; Hubert Smith, V. P.; Ray Schultz, Treas.; McLain Smith, Secy.; acquired 12-acre site at Edgewood and will develop for Birmingham Seminary; will remodel Stephen Smith home on property for administration building, erect brown brick dormitory and classroom building to accommodate 120 students; 50 rooms, 18 baths, 10 showers, gymnasium, swimming pool, soundproof music-room, art studio, tennis courts, etc.; colonnade connections, cost \$50,000; present plans represent investment of \$100,000; Salle & Mewhinney, Archts., Birmingham.

Ala., Brice.—Etowah County will erect school; 3 rooms; E. P. Murphy, County Supt. elect of Education, Gadsden.

Ala., Gadsden.—School Board acquired 2 buildings east of Stripling and Desque school grounds and will remodel for schools.

Ala., Glencoe.—Etowah County will erect 5-room school; E. P. Murphy, County Supt. elect of Education, Gadsden.

Ala., Mobile.—Board of School Commrs. directed George B. Rogers, School Archt., Suite 1019 Van Antwerp Bldg., Mobile, to prepare plans for 2 school buildings, constructed upon unit system, and advertise for bids. (Previously noted.)

Ark., Magnolia.—Magnolia Special School Dist., J. O. Hutcheson, Secy., has plans by Clyde A. Ferrell, Little Rock, Ark., for high school; 121x126 ft.; 2 stories and basement; brick; roofing, heating and lighting not determined; yellow pine floors except cement basement floor; cost \$60,000; bids opened August 23; heating, wiring and plumbing contracts let separately. Address J. O. Hutcheson. (Lately noted.)

Fla., Jacksonville.—Board of Public Instruction of Duval County opens bids in about 30 days to erect school at Oakland; 16 classrooms, domestic science and manual training rooms; wood joist floor construction; brick bearing walls; steam heat (contract let later); cost \$10,000. (Lately noted.)

Fla., Viking.—Board of Public Instruction of St. Lucie County, J. W. Hodge, Secy., Fort Pierce, will erect frame school; bids opened August 7; plans from W. C. Russell, Russell's Garage, Fort Pierce.

Ga., Douglasville.—City will vote Sept. 1 on \$45,000 bonds to erect school. Address The Mayor.

Ga., Emerson.—Emerson Park School Dist. voted \$5000 school bonds. Address Dist. School Trustees.

Ga., Newton.—City will erect school; voted \$7000 bonds. Address The Mayor.

La., Merryville.—Board of Education plans to issue \$70,000 bonds to erect high school.

La., Walker.—Livingston Parish School Board, Denham Springs, La., will let contract in fall to erect school; 4 rooms; frame; heart cypress roof; pine floors; dues; cost \$3700. Address Jno. E. Cox, Denham Springs. (Lately noted.)

Miss., Agricultural College.—Mississippi Agricultural and Mechanical College has plans by D. Scoates, Agricultural College, for barns for mules and horses; probably 3 buildings 42x200 ft., 38x112 ft. and 40x80 ft.; wood; plank framing; wood floors; roofing not decided; cost \$15,000; not decided if construction be done by contract or owner. (Previously noted.)

Miss., Meridian.—Oakland Heights School Trustees have plans by Burt Stuart, Meridian, for building; 48x63 ft.; 2 stories and basement; frame; composition shingle roof; basement floor concrete; other floors wood; cost \$6000; hot-air heat, about \$250; electric lights, \$125; bids opened about August 10; will let as one contract, less deep well and engine; cesspool to be concrete, self-emptying, 5x8x10 ft.; contractors estimating include Frank Watkins; Standard Construction Co.; Fred. Covert; all of Meridian. (Lately noted to receive bids until Aug. 9 for lumber.)

Mo., Maysville.—City contemplates issuing \$10,000 school bonds. Address The Mayor.

N. C., Kinston.—Executive Com. of Caswell Training School, C. Banks McNairy, Supt., will receive bids until August 15 to erect industrial building and refrigerating building; plans and specifications at office Mr. McNairy.

N. C., Paw Creek.—State Board of Education, W. H. Pittman, Ch. Clerk, State Dept Public Instruction, Raleigh, N. C., selected site for State High School in Mecklenburg County; contract not let before Jan., 1918; will vote bonds.

N. C., Raleigh.—Board of Directors State School for Blind has plans by Frank J. Thomson, Raleigh, for 5 buildings, to include main administration and auditorium building, five 2-story cottages and kindergarten building; fireproof; tile roof, with alternate bid on slate; reinforced concrete; long-leaf pine or maple floors on fireproof slabs; heating equipment moved from old buildings; electric lights from local plant; cost \$150,000; bids opened Aug. 16. Address John E. Ray or Mr. Thomson.

Okl., Lahoma.—Trustees indefinitely postponed erection of high school; 52x72 ft.; brick; slate roof; wood floors; cost \$15,000; heating, \$2500; R. W. Shaw, Archt., Enid, Okla. (Previously noted.)

Okl., Red Fork.—Directors of Red Fork School Dist. No. 26 will erect two 1-room frame school buildings; bids opened Aug. 8 at office O. C. Brooks, Clerk of Board, Red Fork; plans and specifications at office M. C. Cross, 16 Nebraska Bldg., Tulsa, and Mr. Brooks.

S. C., Ehrhardt.—Trustees receive bids until August 16 for material and erecting 2-story brick high school; 125x65 ft.; ordinary construction; metal roof; electric lights; plans and specifications by Benson & Barbot, 26 Broad St., Charleston, S. C., from A. F. Henderson, Secy., Ehrhardt. (Lately noted.)

S. C., Spartanburg.—H. T. Shockley, Prop., will erect 2d-story addition to and paint Hastee school; 5 rooms.

Tenn., Bartlett.—Shelby County School Board, Memphis, receives bids until August 16 to erect Nicholas Blackwell High School; 116x107 ft.; brick and ordinary construction; Barrett roof; wood joist floor construction; vapor heat; electric lights; cost \$35,000; plans and specification at office McGee & Lester, Archts., Memphis, August 11. (Lately noted.)

Tenn., Chattanooga.—Department of Public Utilities, Grounds and Buildings, receives bids until August 13 for repairs to school buildings, including roofing, plumbing, plastering, painting and carpenter work; specifications on application to department, Room 25, City Hall; E. D. Herron, Commr.

Tenn., Germantown.—Trustees are having plans prepared by Jones & Furbringer, Memphis, for remodeling high school and erecting 9-room annex; cost about \$20,000.

Tenn., Kingsport.—Wm. R. Ponder, City Mgr., receives bids until Aug. 21 for labor, material, equipment and other appurtenances, services, etc., to erect 3-story school; corridors and certain other portions fireproof; proposal forms, plans and specifications at city offices after Aug. 13. (Lately noted.)

Tex., Cisco.—Trustees of Cisco Ind. School Dist. will receive plans with bids to erect 8-room brick, stone or concrete ward school

building; 2 classrooms used as auditorium by movable partitions between; contractor to figure to furnish and set up 100 single school desks, 200 opera chairs, 7 jacketed stoves, install 90 sq ft. greenboard in each room, also do plumbing, including drinking fountains, wire building complete for electric lights and connect natural gas to each stove; has frame building and voted \$10,000 bonds; contractors invited to inspect site and old building; Frank Walker, Prest. School Board.

Tex., Charco.—Charco Independent School Dist. of Goliad County, J. C. Calhoun, Prest. of Trustees, issued \$10,000 school bonds.

Tex., De Leon.—School Board is having plans prepared by David S. Castle, Abilene, for high school; cost \$20,000; bonds voted.

Tex., Iago.—Trustees of Wharton County Common School District No. 27, A. A. Mullens, Prest., will erect 2-story 4-room brick school; bids opened August 7; plans and specifications at office J. E. Large, Archt., Bay City, Tex.

Tex., Moro.—School Board has plans by R. S. Glenn, Abilene, Tex., for \$5000 brick school; contract let by architect August 13.

Tex., Mulberry.—Mulberry School Dist. voted \$2500 school bonds. Address Dist. School Trustees.

Tex., Seymour.—School Board receives bids until August 15 to erect 2-story and sub-story brick, tile and concrete school building; plans from Secy. of Board, Seymour, and C. H. Leinbach, Archt., Dallas.

W. Va., Beckley.—Town Dist. Board of Education, M. R. Jennings, Secy., receives bids until Aug. 14 to erect 2-room school on Sand Branch; also 1-room addition to Maple Fork school; plans and specifications at office County Supt. of Schools, Beckley.

W. Va., Beckley.—Board of Education of Town Dist. receives bids through Ben. H. Williams, Supt., for work of superintending, either on per centum basis or per diem, the buying of materials and erection of Beckley Graded School building above foundation according to plans and specifications at office Ben. H. Williams, Supt. of Schools, Courthouse, and W. H. St. Clair, Archt., Charleston, W. Va.; bids made up in following manner: Itemize estimate of cost as follows: Outside walls, 1st natural stone, 2d brick; other brick work; heating and ventilating; plumbing and vacuum cleaner; carpenter work; millwork; plastering; reinforced concrete; electrical work; estimated total cost; superintendent of construction selected August 18.

W. Va., Marlinton.—Board of Education of Edray Dist. receives bids until August 13 to erect 2-room school; plans and specifications at office G. W. Sharp, Secy.

W. Va., Monongah.—Board of Education of Lincoln Dist. will erect high school at Thoburn; plans include gymnasium; manual training, domestic science, laboratory equipment, etc.; Hugh Griffing, Archt.

W. Va., Moundsville.—Board of Education of Independent School District of Moundsville receives bids until Aug. 20 to erect high school and grade school; drawings and specifications at Central School, Moundsville; Builders' Exchange, Wheeling, W. Va., and Pittsburgh, Pa., and office Edw. Bates Franzheim, Archt., Wheeling. (Lately noted.)

W. Va., West Liberty.—State Board of Control, E. B. Stephenson, Prest., receives bids until Sept. 4 for work and material to erect dormitory; ordinary brick and wood construction; composition roof; 56.10x181.10 ft.; 2 porches 11.10x30.8 ft. and 1 porch 8.6x37.8 ft.; plumbing, gasfitting, heating and wiring included; plans and specifications by F. F. Paris, Wheeling, on file at office State Board of Control. (Lately noted.)

STORES

Ala., Girard.—James Kittrell is reported to erect building to replace burned structure.

Ark., Lawson.—B. B. Green will erect store building to replace structure lately noted damaged by fire; brick; paper roof; wood floor; 50x80 ft.

Fla., Daytona.—Baggett-Wetherby Furniture Co. will erect addition to store building; 1 story; 30x52 ft.; concrete.

Fla., Campbellton.—Building association organized with J. W. White, Prest., and J. H. Fears, Secy.-Treas. Board of Managers; will erect \$5000 store and office building.

Fla., Vero.—Redstone Lumber Co. will erect store building.

Ga., Rochelle.—W. G. Brown & Co. will re-

build store noted damaged by fire at loss of \$12,000.

Ga., Thomson.—Thrasher & Wilkerson will erect addition to store building; brick.

Miss., Pleayune.—M. D. Tate will erect hotel and store building. (See Hotels.)

N. C., Durham.—Durham Traction Co. will remodel building for stores, etc. (See Bank and Office.)

Okla., Oklahoma City.—D. E. Huffman will erect 1-story brick and concrete building 120 W. Grande Ave.; cost \$4000.

S. C., Greenville.—W. M. Jordan has permit to change fronts of 2 stores. (See Dwellings.)

S. C., McCormick.—J. T. Foose will erect 2-story store building.

S. C., Spartanburg.—Geer Drug Co. will erect concrete and steel building; cost \$50,000.

Tex., San Antonio.—A. S. Gage will erect brick addition to building on West French St.; cost \$3500.

W. Va., Huntington.—M. Broh and other Huntington capitalists are reported considering erecting 10-story hotel and store building. (See Hotels.)

THEATERS

Fla., Jacksonville.—Arcade Theater, Jesse L. Clark, Mgr., will improve interior of theater.

La., New Orleans.—Jacobs & Landry will rebuild Prytanian Theater.

Okla., Tulsa.—Geo. W. Winkler, Tulsa, prepared plans for proposed Majestic Thea-

ter; 1 story, balcony and basement; 80x10 ft.; capacity 1300; exterior terra cotta and brick; cost \$75,000. (Previously noted.)

WAREHOUSES

Ky., Louisville.—Dow Wire & Iron Co. will erect brick warehouse; cost \$5000.

N. C., Raleigh.—Council of State is considering plans for State warehouse. (See Government and State.)

S. C., McCormick.—J. T. Bentley will erect brick warehouse.

Tenn., Johnson City.—Washington County Tobacco Growers and Warehouse Assn., 111 Tipton St., will erect loose-leaf tobacco warehouse; 80x400 ft. with driving shed 2x 200 ft. and platform 8x400 ft.; wood; composition roof; 110 skylights, 4x6 ft.; concrete fittings; rough oak sub-floor with 3/4 hard maple top floor; stoves; electric light from local plant; 1 story and unfinished basement; 2 hydraulic presses run by 1 pump operated by electric current, generated by A. C. motor; 5 warehouse scales, one of which is automatic; 500 tobacco W. H. baskets; 8 or 10 W. H. trucks; cost \$11,000 for building; D. R. Beeson, Archt., Harr Bldg., Johnson City; bids opened Aug. 7 to 10; construction begins Aug. 15. Address owner. (Lately noted.)

Tex., El Paso.—J. A. McMahon has permit for excavation, 100x120 ft., in Campbell addition, at cost of \$4000, for erection of \$18,000 warehouse.

Tex., Houston.—Standard Milling Co. will erect 2-story warehouse; 47.9x200 ft.; cost \$14,700; completion in 60 days.

BUILDING CONTRACTS AWARDED

APARTMENT-HOUSES

Fla., West Palm Beach.—Neil A. Campbell let contract to erect apartment-house in Phillips Point addition; four 4-room suites each with bath and 2 screened porches; colonial style; 49x81 ft.; completion by Oct. (Lately noted.)

ASSOCIATION AND FRATERNAL

Tex., Fort Worth.—Y. M. C. A., W. A. Scott, Gen. Secy., Dallas, will erect 5 association buildings at Camp Bowie, and 5 outdoor stages or platforms; cost \$3000 each; J. C. Williams, Contr., Fort Worth.

Tex., Waco.—Y. M. C. A. let contract to Fred. A. Jones Construction Co., Dallas, to erect 7 association buildings at Camp MacArthur; 5 larger buildings 46x98 ft.; cost about \$4000; athletic field surrounding each.

Va., Lynchburg.—Y. W. C. A. let contract to W. K. Barger, Lynchburg, to erect building; 3 stories, basement and sub-basement; Barrett roof; Fisklock tapestry brick; stone trim; wood floors; 3-way prism vault lights; city lighting; cost \$83,000; vapor heat, \$9030; Stanhope S. Johnson, Archt., Lynchburg. Address Contr. (Lately noted.)

BANK AND OFFICE

D. C., Washington.—Sam'l. J. Prescott, 814 13th St., let contract to erect store and office building. (See Stores.)

Fla., Clearwater.—People's Bank of Clearwater let contract to Cal. F. Thomas Co., St. Petersburg, Fla., to remodel building; tile and marble lobby; mahogany and bronze partition separating lobby from banking quarters; ceiling paneled by plaster beams; present stairway replaced by vestibule with the mosaic floor and marble wainscot; white stucco walls; green Spanish tile awning around building below parapet; facade decorated with tile ornaments; tile grilles under windows for ventilation; install vault, etc.; completion by Nov. 1; F. J. Kennard, Archt., Tampa. (Lately noted.)

Ga., Atlanta.—Brown-Randolph Co. let contract to Gude & Co., Atlanta, to erect office building at Marietta and Forsyth Sts.; reinforced concrete and steel; fireproof; exterior rough texture brick with white terracotta trim; elevators; reinforced concrete columns, girders, roof and floors; 8 stories; construction to permit erection of 2 additional stories; cost \$500,000; A. Ten Eyck Brown, Archt., Atlanta. (Lately noted.)

N. C., Roxboro.—Pass, Woody & Long let contract to erect store and office building. (See Stores.)

S. C., Newberry.—Exchange Bank of Newberry let contract to Mr. Sutherland, Greenwood, S. C., to erect bank and office build-

ing; 60x82 ft.; 5 stories; reinforced concrete; gravel roof; concrete floors; cost \$75,000; heating and plumbing, \$10,000; Otis elevator, about \$2500; Sumner & Hemphill, Archts., Greenwood. Address owner. (Lately noted.)

Tex., Abilene.—Citizens' National Bank will erect 4-story building instead of 2 as originally planned; 50x90 ft.; brick; stone trim; let contracts as follows: General contract, R. C. Lewis, Abilene, \$40,000; electric work, Fulwiler Electric Co., Abilene, \$300; elevator, Otis Elevator Co., New York, \$4000; plumbing, Franklin Plumbing Co., Abilene, \$1200; heating (probably vacuum steam job or gas steam radiator) not let; David S. Castle, Archt., Abilene.

CHURCHES

Ky., Louisville.—First Church of Christ, Scientist, let contract to Rommel Bros., 99 E. Broadway, Louisville, to erect building; stone, steel and concrete; cost about \$200,000.

Md., Baltimore.—Eugene Levering, 26 South St., and Joshua Levering, 706 Keyser Bldg., have permit to erect temporary structure on Charles St. near Greenway for University Baptist Congregation pending erection of \$175,000 building at Charles and 35th Sts.; lately noted; plans by and contract let to W. L'Allemand, 4005 Kathland Ave., Baltimore; frame; 1 story; 19x53.10 ft.; cost \$3000.

Tex., Houston.—Trinity Episcopal Church, Rev. C. S. Quin, Rector, let contract to D. A. Crawford to erect church and parish house; red brick and Texas limestone; stone interior carved by Oswald Lassig; reinforced concrete with red quarry tile floors; main building 107x60 ft.; Gothic style; seating capacity 600; electric pipe organ in tower 97 ft. high; parish-house 73x42 ft.; auditorium to seat 400; 9 classrooms, kitchen, choirroom and rector's office on first floor; 6 classrooms, billiard-room and assembly room on second; heating plant to heat both buildings; parish-house completed about Dec. 1; church, April 18, 1918; cost \$75,000; Cram & Ferguson, Archts., Houston. (Previously noted.)

Va., Lynchburg.—Y. W. C. A. let contract to W. K. Barger, Lynchburg, to erect association building; brick and stone; slag roof; wood floors; city lighting; cost \$80,000; vapor heat, \$9000; S. S. Johnson, Archt., Lynchburg. Address Netta Chase, Gen. Secy., 26 10th St., Lynchburg. (Lately noted.)

CITY AND COUNTY

Okl., Stillwater.—Jail.—Payne County let contract to erect courthouse and jail. (See Courthouses.)

Tex., Dallas.—Jail and Courtroom.—Chas. Joe E. Lawther, Mayor, let contract at \$30,500 to Pauly Jail Building Co., St. Louis, for steel cells and sanitary appliances to be placed on fifth floor new city building. (Lately noted.)

COURTHOUSES

Okla., Stillwater.—Payne County let contract at \$110,550 to Lisle-Dunning Construction Co., Oklahoma City, to erect courthouse and jail; 97x55 ft.; 4 stories; stone and brick; galvanized roof; maple on concrete floors; steam heat; cost \$100,000; Hair, Tonini & Bramblett, Archts., Oklahoma City. (Lately noted.)

DWELLINGS

Fla., St. Augustine.—Alec Solano let contract to Norman Leonard to erect dwelling.

Fla., Vero.—W. L. Ash, Lockwood Ashe Motor Co., Jackson, Mich., will erect residence; 36x56 ft.; cypress and Southern pine construction; asphalt shingle roof; double Southern pine floors; fireplaces; cost \$3900; Deleo lighting system, \$420; F. H. Mayfield, Archt., Contr.

Ga., Augusta.—Jerry Lyons let contract to T. O. Brown & Son, Augusta, to erect 2-story \$4500 residence.

Ga., Brunswick.—Robt. T. Crane, Chicago, will erect residence on Jekyl Island; cost \$50,000. Mr. Crane wires Manufacturers Record: "Dwelling frame and brick veneer; 125x108 ft., with enclosed court 56 ft. sq.; David Adler, Jr., Archt.; Thos. G. Gage Co., Contr.; both of Chicago.

Ky., Lexington.—Anna C. McAuliffe let contract to George Clarke & Co., 182 Hanover Ave., Lexington, to erect 2-story 8-room brick residence; 38x40 ft.; shingle roof; wood floors; cost \$5500; hot-air heat, \$200; E. Stamler, Archt., Lexington.

La., Gum Cove.—R. A. Moore, Orange, Tex., let contract to Lee Summey, Orange, to erect residence on P. R. Ranch.

Mo., Kansas City.—J. R. Couch, 203 Hall Bldg., has plans by and let contract to M. J. Fleming, 3210 E. 10th St., Kansas City, to erect 17 dwellings in Couch's Addition; 20x30 ft.; frame; bungalow type; rubberoid shingle roof; hardwood-finish floors; heating from base burners; cost \$1000 each; city electric lights \$50 each. (Lately noted.)

S. C., York.—Thos. F. McDow let contract to J. R. Logan, York, to erect brick residence; Edwards & Sayward, Archts., Atlanta.

GOVERNMENT AND STATE

Ala., Anniston.—Camp.—Southern Mfg. Co., Gadsden, Ala., has contract at about \$10,000 for furnishing doors and screens for National Guard camp, for which John O. Chisholm & Co., New Orleans, has general contract. (Contract for excavation, road building, etc., lately noted.)

Ala., Montgomery.—Camp.—Wm. S. Webber, Montgomery, has contract for plumbing at Camp Sheridan, for which Algernon Blair, Montgomery, has general contract; work includes 8 mi. cast-iron water mains, 10, 8, 6 and 4-in.; 400 sinks and 3000 shower baths; camp accommodates 35,000 men and 10,000 mules; wooden kitchens, mess halls, hospitals, etc. (Lately noted.)

Fla., Key West.—Residence and Pump-house.—Commr. of Fisheries, Washington, D. C., let contract to erect director's residence and pump-house at Marine Biological Station to Fugay & Gheen, Daytona Beach, Fla.; former, 58x64 ft.; latter, 23x48 ft.; hollow tile walls; stucco; tile roof; wood floors; cost \$19,000. Address contractors.

N. C., Charlotte.—Camp.—Tucker & Laxton, Charlotte, have contract for electrical equipment for Camp Greene, for which Consolidated Engineering Co., Baltimore, Md., has general contract; work includes 2,000,000 lin. ft. insulated wire; 15,000 electric lights (mostly 400 K. W.); will require over 2000 poles to carry trunk lines to serve more than 25 mess halls and 6000 tents; cost of this work \$200,000; total cost \$2,500,000 to \$3,000,000. (Lumber contract also lately noted.)

S. C., Columbia.—Postoffice.—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, D. C., let contract at \$24,440 to Wm. H. Maxwell, Maxwell Lodge, Lake Chelan, Wash., to erect postoffice; following contracts also let: Heating and plumbing at \$22,600; W. B. Guimarin & Co.; excavation and hauling at about \$11,000; Caughman Bros.; electrical conduit work, \$875; B. C. Electric Co.; roofing and metal work, Delay Roofing & Cornice Co.; all contractors of Columbia. (Lately noted.)

S. C., Spartanburg.—Camp.—Sams-Fraser Lumber Co. has contract for furnishing doors and windows for 779 buildings at Camp Wadsworth, for which Fiske-Carter Construction Co., Greenville, S. C., is general contractor. (Contract for electrical work lately noted.)

Tenn., Gallatin.—Postoffice.—Treasury Department, Jas. A. Wetmore, Acting Supervising Archt., Washington, D. C., let contract to R. P. Farnsworth, Owensboro, Ky., to erect postoffice; cost \$37,500. (Lately noted.)

Tex., Corsicana.—Orphans' Home.—State let following contracts for erection of administration building at State Orphans' Home: General contract, J. C. Joplin, \$76,440; heating, C. A. Mullen, \$4424; plumbing, J. W. Wooley, \$4890; all of Corsicana; wiring, J. L. Martin, Austin, Tex., \$1947; plans by C. H. Page & Bro., Austin, call for fireproof construction. (Lately noted.)

Va., Richmond.—Warehouse.—Government let contract to John T. Wilson Co., Inc., Mutual Bldg., Richmond, to erect warehouse for storage of aeroplane supplies and war materials; 500x350 ft.; frame; concrete foundation; 8 acres floor space; cost \$400,000; slag roof; concrete floors; steam heat; electric lights.

HOTELS

Ga., Augusta.—Monte Sano Hotel & Development Co., Henry H. Cumming, Pres., let contract to H. A. Rowland for alterations to Mount St. Joseph Bldg. for Hotel Monte Sano; 175 rooms; ground floor of south wing for about 30 shops; also expend \$40,000 for hotel furnishings. (Lately noted.)

MISCELLANEOUS

Fla., Daytona.—Pagoda.—Mrs. Mary T. Burgoyne let contract to S. H. Gove, Daytona, to erect pagoda east of Casino Burgoyne; 18x30 ft.; body of structure and pillars coquina; green tile roof; Japanese eaves at corners; piles covered with cement; entirely open except for low wall on 3 sides; construction over water.

S. C., Greenville.—Restaurant.—Parker Railway News Co. let contract to erect store and restaurant building. (See Stores.)

RAILWAY STATIONS, SHEDS, ETC.

Miss., Greenwood.—Yazoo & Mississippi Valley R. R. Co. let contract to Geo. B. Swift Co., Chicago, to build passenger station and power-house; 42x61 ft. and 26x57 ft.; brick; slate and composition roof; concrete and wood floors; high pressure heating plant; electric lights; brick and cement sidewalks; plans by D. F. McLaughlin, Illinois Central R. R. Co., Chicago. (Lately noted.)

Tex., Midland.—Midland & Northwestern Ry. Co., T. J. O'Donnell, Pres. and Gen-Mgr., Midland, let contract to C. A. Stark to erect 2-story depot.

SCHOOLS

D. C., Washington.—Associated Professors of St. Mary's, Baltimore, Md., let contract to Chas. J. Cassidy Co., 715-16 Southern Bldg., Washington, to erect convent at 4th St. and Michigan Ave. N. E.; Gothic style; 4 stories; 35x73 ft.; chapel on first floor with Travertine stone walls and Tennessee marble floors; 14 bedrooms and baths on upper floors; exterior Port Deposit granite with Indiana limestone trim; green Vermont slate roof; accommodations for 15 sisters; cost \$42,000; Maginnis & Walsh, Archts., 100 Boylston St., Boston, Mass.

D. C., Washington.—Washington Cathedral let contract to Geo. A. Fuller Co., Munsey Bldg., Washington, to remodel school at Wisconsin Ave. and Woodley Rd.; cost \$2500; A. B. Heatin, Archt., Wilkens Bldg., Washington.

Fla., Jacksonville.—L. Smith, Jacksonville, has contract for ornamental iron work and structural steel for erection of School No. 5, for which Southern Construction Co., Jacksonville, has general contract; plans by Mark & Sheftall, Jacksonville, call for 10 rooms and auditorium; manual training and domestic science equipment; 2 stories; frontage 182 ft.; 2 wings 75 and 100 ft.; brick bearing walls; reinforced concrete floors; tile roof; steam heat. (Lately noted.)

Fla., Homestead.—Dade County Board of Public Instruction, Miami, Fla., let contract to J. F. Umphrey, Homestead, to erect 2 school buildings; 556x31.4 ft. each; hollow tile walls; stucco exterior; Orleans red tile roof; wood floors; cost \$9000; August Geiger, Archt., Miami. (Previously noted.)

Miss., Bovina.—Trustees of Agricultural High Schools let contract to D. Mayers, Jackson, Miss., to erect teachers' home for consolidated schools and Jefferson Davis Academy. (Lately noted.)

Miss., Gore Springs.—School Trustees let contract to City Lumber Co., Grenada, Miss., to erect Gore Springs Consolidated High School; cost \$5000.

Mo., St. Louis.—Board of Education let contract to Murch Bros. Construction Co., 1855 Rwy. Exchg. Bldg., St. Louis, to erect school at Grand & Neosho Sts.; 70x170 ft.; fireproof; slate roof; concrete floor slabs; steam heat; cost \$150,000; plans by R. M. Milligan, Bldg. Commr. (Lately noted.)

N. C., Charlotte.—School Board let contract to J. P. Little & Son, Charlotte, to erect South graded school; brick and wood; tin roof; wood floors; Louis H. Asbury, Architect, Charlotte; to Blythe & Isenhour, Charlotte, to erect Biddleville and Fairview schools and repairs and additions to Elizabeth school and Wesley Heights school; latter 2 schools 4 and 2 rooms, respectively; wood and brick; cost \$9000 and \$4000; L. L. Heuter, Archt., Charlotte. (Lately noted.)

N. C., Greenville.—School Trustees let contract to W. B. Barrow, Raleigh, to erect second story to school entire with five towers; brick and stucco on brick; composition roof; wood and reinforced concrete floors; electric lights (in general contract); cost \$10,015; low-pressure steam heat, \$1135; Willard G. Rogers, Archt., 502 Trust Bldg., Charlotte. Address architect or contractor. (Previously noted.)

Okla., Quay.—School Board let contract to Love Bros., Locust, Okla., to erect school; brick; 1-story cottage; 176x62 ft.; 4 rooms and auditorium; metal shingle and fireproof roofing; wood floors except cement basement floor; C. E. Hair, Archt., Oklahoma City. Address contractors. (Lately noted.)

Tenn., Jacksboro.—Campbell County High School Board let contract to Newcomb Mantle & Mfg. Co., Newcomb, Tenn., to erect school and auditorium; 106x100 ft.; brick, reinforced concrete and frame; composition roof; cost \$14,000; Manley & Young, Archts., Knoxville, Tenn., and Lexington, Ky. (Previously noted.)

Tenn., La Follette.—Campbell County High School Board let contract to W. L. Bishop, La Follette, Tenn., to erect high school; 106x120 ft., including auditorium; brick, reinforced concrete and wood; composition roof; Manley & Young, Archts., Knoxville, Tenn., and Lexington, Ky. (Previously noted.)

Tenn., Lenoir.—Lenoir City Board of Education let contract to U. S. Beard, Sweetwater, Tenn., to erect graded school building; 65x70 ft.; brick, reinforced concrete and frame; composition roof; cost \$10,000; Manley & Young, Archts., Knoxville, Tenn., and Lexington, Ky. (Previously noted.)

Tex., Abilene.—Simmons College let contract to C. A. Young, Sherman, to erect gymnasium building; cost \$18,000; plumbing, Jennings Bros., Abilene, \$1900; electrical work, Fulwiler Electric Co., Abilene, \$600; David S. Castle, Archt., Abilene.

Tex., College Station.—Texas Agricultural and Mechanical College let contracts as follows to erect Bizzell Hall: General contract at \$74,900, J. E. Johnson, Waco; plumbing, \$6965, Geo. Robischung, Houston; heating, \$5577, Kinnison Bros., Dallas; electrical work, \$1650, Eugene Ashe Electric Co., Dallas; 43x102.2 ft.; fireproof; tar and gravel roof; concrete floors; steam heat and electric lights from central plant; plans by architectural department of college. (Lately noted.)

Tex., Lubbock.—School Board let contract to Bramlitt & Webster, Lubbock, to erect grade school; 70x106 ft.; brick and frame; tar and gravel roof; wood floors; gravity heating system; cost \$40,000; Rose & Peterson, Archts., Kansas City, Kans. (Lately noted.)

Tex., Denton.—Board of Regents of College of Industrial Arts let following contracts for erection of girls' dormitory, dairy barn and additions to laundry and power plants: General contract, J. C. Buchanan, Dallas and Fort Worth; heating dormitory, Kinnison Bros., Dallas; wiring, M. Lewin Electric Co., Dallas; plumbing, McDonald-Blevins Co., Fort Worth; plans for dormitory by Fozzie E. Robertson, 1304 Southwestern Life Bldg., Dallas, call for 2-story and basement structure; concrete; tar and gravel flat roof; cement and wood floors; steam heat; electric lights; handpower freight elevator; cost \$70,000; total cost about \$100,000. (Lately noted.)

Va., Mendota.—Trustees Kinderhook Dist., Washington County, let contract to Houser Bros. & Co., Bristol, Tenn., to erect high school; 66x110 ft.; brick veneer; asphalt slate roof; oak floors; cost \$5540; hot-air heat, about \$400; Clarence B. Kearfott, Archt., Bristol, Tenn. (Lately noted.)

W. Va., Maryville.—County Board of Education let contract at \$19,730.30 to Geo. N. Mize & Son, Maryville, to erect 4 schools at Alynwick, Carpenters, Union and Pleasant Grove; 3 and 4 rooms; hot-air heat.

STORES

D. C., Washington.—Samuel J. Prescott, 814 Thirteenth St., let contract to Saml. J. Prescott Co., 814 Thirteenth St., Washington, to erect store and office building at 1727-29 Pennsylvania Ave. N. W.; cost \$20,000. A. P. Clark, Archt., Equitable Bldg.

Fla., Tarpon Springs.—C. A. Gause has contract to remodel Cadwallader Bldg.

Ga., Toombsboro.—E. M. Boone let contract to McMillan & Co., Milledgeville, Ga., to erect 2-story brick store; plate-glass front.

N. C., Charlotte.—John M. Scott let contract to J. P. Probst, Charlotte, to remodel 4th's building for store; also let contract to R. L. Goode, Charlotte, to erect brick store building on S. Church St.; site 50x40 ft.

N. C., Durham.—Geo. I. McCrackin let contract to I. G. Lawrence, Durham, to erect store and barber shop; 67x66x6x14 ft.; brick; composition roof; concrete floors; cement sidewalks; cost \$3000; Lynthicum & Lynthicum, Archts., Durham.

N. C., Roxboro.—Pass-Woody & Long let contract to Smoot & Sheehan, 1015 Rivermont Ave., Lynchburg, Va., to erect store and office building; 54x100 ft.; 3 stories and basement; brick; Barrett specification roof; wood floors; steam heat (contract let); electric lights, conduit work; prism-vault lights; cost \$20,000; Heard, Cardwell & Craighill, Archts., Lynchburg. (See Machinery Wanted—Building Materials; Wiring; Plumbing; Plastering Materials; Flooring; Window Guards; Elevator.)

Okla., Tulsa.—Commerce Building Co., 2d and Main Sts., let contract to J. R. Burnside, Tulsa, to erect store building; 43x140 ft.; 4 stories; brick, steel and reinforced concrete; cost \$75,000; Rush, Endicott & Rush, Archts., Tulsa. (Lately noted.)

Okla., Tulsa.—J. A. Waldrep, Box 1291, Tulsa, let contract to John Simpson & Co., Los Angeles, Cal., and 219 E. 1st St., Tulsa, to erect building for wholesale house and candy-manufacturing plant; 50x120 ft.; 6 stories; reinforced concrete; fireproof throughout; city electric lights; Luxifier prism lights; cost \$100,000 complete; steam and gas heat about \$6000; elevator, \$3000; G. W. Collignon, Archt., Tulsa. (Lately noted under Bank and Office.)

S. C., Abbeville.—Phoenix Realty Co. will remodel store building, install metal ceiling and store front; contract for installation of ceiling let to B. K. Beacham, McCormick, S. C.

S. C., Greenville.—E. M. Wharton let contract to W. M. Jordan, Greenville, to erect 3 storerooms.

S. C., Greenville.—Parker Railway News Co. let contract to W. M. Jordan, Greenville, to erect building for newspaper sales service and restaurant on first and second floors and sleeping quarters for employees on third floor; sanitary kitchen in basement.

S. C., Greenville.—Riverside Land Co. and J. I. Westervelt let contract to W. M. Jordan, Greenville, to remodel building on Laurens St., between North and Coffee Sts., for 4 stores; 89x100 ft.; cost \$6000; Riverside Land Co. also let contract to Mr. Jordan to remodel building on Laurens St., between McBee Ave. and Washington St., for 3 stores; 60x100 ft.; cost \$5000.

S. C., Lexington.—F. C. Meetze let contract to C. E. Corly, Lexington, to erect 2 store buildings; 28x55 ft. and 22x70 ft.; brick; tin roofs; concrete floors; stoves; city electric lights; cement sidewalks; cost \$5000. (Lately noted.)

Tex., Abilene.—J. M. Radford let contracts as follows to remodel three 2-story buildings for stores and hotel: General contract, J. M. Bishop, Abilene, \$3000; plumbing, Franklin Plumbing Co., Abilene, \$1900; electric work, Fulwiler Electric Co., Abilene; David S. Castle, Archt., Abilene.

Tex., El Paso.—Mrs. Becker let contract to Beaudette & Cropper, El Paso, to erect \$18,000 building to be occupied by Becker-McDougall Hardware Co.

Tex., Houston.—J. J. Sweeney let contract to Central Contracting Co., Houston, to remodel store building; 50x100 ft.; brick; shell composition roof; wood floors; electric lights; cost \$15,000; F. A. Caulkins, Archt., Houston. (Lately noted.)

Va., Chatham.—Smoot & Sheehan, 1015 Rivermont Ave., Lynchburg, Va., have contract to erect arcade building; 10x130.4 ft.; brick; reinforced concrete floor and steps;

Indiana limestone sills; metal roof; wood ceiling; cost about \$3500.

W. Va., Parkersburg.—J. Lasky let contract to remodel 3-story building in center of 4 adjoining stores; glass front; provide entrances connecting all 4 buildings.

THEATERS

Ala., Bessemer.—John Snider let contract to remodel Princess Theater.

Tex., Dallas.—Interstate Amusement Co. let contract to Austin Bros., Dallas, for steel construction of Majestic Theater on Elm St. near St. Paul St., including about 400 tons; plans by J. Ebersson, Steinway Hall, Chicago, call for structure 100x200 ft.; 5 stories; for offices and theater; reinforced concrete; built-up roof; metal floor domes; steam heat; electric freight and passenger elevators; cost \$100,000 to \$250,000; Lang & Wittell, local architects; S. von Phul, resident manager. (Previously noted.)

WAREHOUSES

Ala., Athens.—M. A. Pope has plans by and let contract to Johnson, Chambers &

Co., Athens, to erect warehouse; 25x148 ft.; brick; composition roof; concrete; electric lights; cost \$3000.

D. C., Washington.—F. W. Bolgiano & Co., 1009 B St., let contract to R. P. Whitty Co., Union Trust Bldg., Washington, to erect warehouse; 45x130 ft.; 4 stories; mill construction; asphalt and gravel roof; electric elevator; Milburn, Helster & Co., Archts., Union Savings Bank Bldg., Washington. (Lately noted.)

La., New Orleans.—Board of Commrs. Port of New Orleans, W. B. Thompson, Pres., will erect multiple-story reinforced concrete warehouse for rice, sugar, coffee, etc.; construct 1200-ft. wharf in connection.

Tex., San Antonio.—Blue Star Elevator Co. (J. W. Howard, V. R. Hood and W. H. Killingsworth) let contract to Coleman & Jenkins, San Antonio, to erect fireproof storage bins and headhouse, 110,000 bu. capacity, and mill-construction warehouse, 100,000 bu. capacity; cost, including machinery, \$50,000; equipment (purchased) includes clipper, cleavers, etc., and corn mill; W. E. Simpson Co., Archt., San Antonio; B. M. Estes, Constr. Engr., Houston Heights, Tex. (Lately noted.)

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Manufacturers and others in need of machinery or supplies of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery or supplies needed we will make their wants known free of cost, and in this way secure the attention of manufacturers and dealers throughout the country. The Manufacturers Record has received during the week the following particulars as to machinery and supplies wanted.

"WANTS"

Anchors (Mushroom).—Navy Dept., Bureau Supplies and Accounts, Washington, D. C.—Bids to furnish 1200 mushroom anchors, Schedule 1386, delivery Norfolk.

Automobiles.—See Manufacturers.—Stevens & Co.

Automobile Parts.—See Engine Parts.—La Moto-Aratrice.

Bathroom Fixtures.—Veazey & Morris, West Point, Va.—Addresses of manufacturers of bathroom fixtures.

Bank Fixtures.—John D. Turner, Eatonton, Ga.—Prices on bank fixtures.

Boiler.—Frank B. Cole, Consult. Engr., Newnan, Ga.—Water-tube boiler; 150 to 250 H. P., 150 lbs. pressure; full description and price in first letter; quick delivery.

Belt, Shafting, Pulleys, etc.—See Mill (Corn and Bean) Machinery.—Maddox & Elliott.

Boiler, etc.—R. C. Gray, Cheraw, S. C.—5 to 8 H. P., steam boiler for 70 lbs. pressure; 3 or 4 H. P. A. C. motor or 3 to 4 H. P. steam engine; use second-hand if first-class condition.

Brick (Face).—A. F. Wysong, Princeton, W. Va.—Prices on face brick for \$60,000 courthouse at Glenville, W. Va.

Bridge Construction (Concrete).—See Road Improvements.—Chas. E. Gross.

Building Materials.—Smoot & Sheehan, 1015 Rivermont Ave., Lynchburg, Va.—Prices on wiring, plumbing, plastering materials in car lots, rift-pine flooring and window guards for \$20,000 store and office building.

Bulkhead Construction.—Baltimore (Md.) Board of Awards, City Hall.—Bids until Aug. 15 to construct timber and concrete bulkhead, supported by timber piling; total length 279 ft.; specifications and plans obtainable from S. R. Alexander, Harbor Engineer, Broadway Pier, for \$5.

Cafe (or Restaurant) Equipment.—Custom Roller Mills, Bryson City, N. C.—Prices on complete outfit for cafe or restaurant; new or second-hand equipment.

Cars (Coal).—Gondolas, care Manufacturers Record.—To lease for 6 months or 1 year 100 or more standard-gauge hopper or gondola cars; steel or wood construction; 40 to 50 tons capacity; for interstate coal service; furnish full specifications, location for inspection, etc.

Cars (Dump Bottom).—Thomson Coal Co., 625 Home Insurance Bldg., Chicago, Ill.—Prices on 25 dump bottom cars, self-clearing preferred, either gondola or hopper style.

Cartridges.—Jose Cassio Rojas, firearms and supplies, Aduana 23, Sevilla, Spain.—

To correspond with manufacturers of cartridges for hunting game; wants catalogues and prices.

Cells (Jail).—A. F. Wysong, Princeton, W. Va.—Prices on jail cells for jail at Glenville, W. Va.

Clayworking Machinery.—Arch B. Calvert, care of Spartanburg, Spartanburg, S. C.—Addresses of manufacturers of clayworking machinery.

Coal-sampling Apparatus.—Industrial Laboratories, Fort Smith, Ark.—Apparatus for sampling carload of coal.

Confectionery.—Austin, Payton & Co., 55 Newhall St., Birmingham, England.—Confectionery, provisions, etc. for shipment to India market.

Compressor.—Lighthouse Inspector, Tompkinsville, N. Y.—Bids until Aug. 15 to furnish 4 oil-engine air-compressor units; information on application.

Cotton-ginning Machinery.—Cotton Growers' Assn., Peter E. Bobb, Secy., Zephyrhills, Fla.—Data and prices on long staple cotton-ginning equipment with power.

Crusher and Pulverizer (Limestone).—John C. Duncan Co., 308 W. Jackson Ave., Knoxville, Tenn.—Dealers' prices on complete crusher and pulverizer, capacity 75 to 100 tons agricultural limestone per 10 hours; immediate delivery.

Culverts (Metal).—City of Munford, Tenn., J. M. Cigger, Mayor.—Prices on metal culverts; contemplates 2 mi. street improvements.

Cutters (Paper).—See Drug Machinery.—Franco A. Miranda.

Cycles.—See Manufacturers, etc.—Stevens & Co.

Distilling Machinery, etc. (Wood Alcohol).—Harry S. Stout Co., Box 82, Huntington, W. Va.—Data and prices on retort and distilling process and machinery for manufacture of wood alcohol in making charcoal.

Doors (Cellar).—Jas. M. Fenley, 905 Main St., Lynchburg, Va.—Correspondence with manufacturers of cellar doors; wants drawings or catalogs; may let contract for 50 doors.

Dredge.—Roy C. Whayne Supply Co., 318 W. Main St., Louisville, Ky.— $\frac{3}{4}$ or 1-yd. dipper dredge; dry land; first-class condition; prefer location in Middle West.

Dredge (Gold Mining).—M. M. Cooke, Engr., Wichita Falls, Tex. (Secy. Torpedo Mining & Development Co., Snyder, Okla.). Wants correspondence with "contractor to furnish and install small dredge capable of handling 60 or 75 cu. ft. gravel per hour at cost of 12 or 15 cents per yard; cost of plant not to exceed \$15,000."

Drill (Power Press).—Putnam Bros., Elton, La.—Prices on power-press drill about 20-in.; second-hand.

Drilling Machine (Oil Well).—Southern Machinery Exchange, Somerset, Ky.—Prices on good second-hand oil well-drilling machine.

Dryers (Fertilizer), etc.—C. W. Brown, Frost Proof, Fla.—Data and prices on machinery to manufacture fish scrap fertilizer, oil and glue.

Drykiln.—See Planing Mill.—4038.

Drug Machinery.—Franco A. Miranda, Barranquilla, Colombia.—Machines for making pills; capsule fillers; ointment and pomade mixers; powder and prescription paper cutters; cold syrup presses, etc.

Electrical Material.—Navy Dept., Bureau Supplies and Accounts, Washington, D. C.—Bids to furnish flexible brush holder cable; s. c. ignition cable; rubber-insulated, interior communication cable; telephone cable (armored and leaded; plain); silk-covered bell cord; 220,000 ft. fire-control telephone cord; 472,000 ft. plain bell wire; lighting and power wire (flexible and single conductor; twin conductor; leaded and armored; plain); and cotton and silk-covered flat magnet wire, Schedule 1376; incandescent lamp cord; lighting and power wire (rubber-insulated, single), Schedule 1374; and 130,000 ft. insulated antenna wire, Schedule 1375, all for various deliveries; 7000 ft. 3 and 4-conductor, interior communication cable, and 500 ft. armored searchlight controller cable, Schedule 1376; also twisted pair telephone cable, Schedule 1374, delivery Boston; 70,000 ft. d. c. ship lighting cable, Schedule 1374, delivery Portsmouth and Boston; 200 lbs. annunciator wire, Schedule 1374, delivery Mare Island; 5000 ft. solid fixture wire, Schedule 1374, delivery Charleston, S. C.; 6000 ft. rubber-insulated pothead wire, Schedule 1374, delivery Norfolk; rubber-insulated telephone wire, Schedule 1374, delivered Boston and Charleston.

Elevator.—Smoot & Sheehan, 1015 Rivermont Ave., Lynchburg, Va.—Second-hand electric elevator; capacity 2000 lbs.; travel about 40 ft.; A. C. type motor.

Elevators (Automobile).—A. L. Bellisle, 4 Luckie St., Atlanta, Ga.—Prices on second-hand elevator, capacity 6000 lbs., for conveying automobiles up 3 floors.

Elevators (Sprocket Chain).—See Mill (Corn and Bean) Machinery.—Maddox & Elliott.

Enamels.—See Manufacturers.—Stevens & Co.

Engine (Pumping and Chemical).—See Fire Equipment.—City Commrs., Lebanon, Tenn.

Engine Parts, etc.—La Moto-Aratrice, via Oglio N. 18, Milan, Italy.—American manufacturers and exporters to submit offers with price-lists and catalogs illustrating in detail their production of horizontal and vertical motors (2-4 cylinders), gears, steering gears, raw and worked standard automobile parts; for agricultural and traction engines, etc.

Engine and Pumps.—City of Frederick, Okla., D. W. Womack, City Clerk.—Bids to install steam engine of 250 H. P.; 125 lbs. steam pressure not to exceed 200 R. P. M.; non-condensing; steam consumption not more than 25 lbs. per I. H. P. when running at half load. Engine to pull 150 K. W. generator, 2200-volt, 3-phase, 48 amp., 50 per cent. P. F. Also centrifugal pump, 2-stage, direct connected to motor, maximum capacity 20,000 gals. per hour against 16-ft. lift and 65-lb. head; pump of same capacity, steam plunger or turbine type, for use as emergency; Engr., Henry A. Pressey, City Hall, Oklahoma City.

Engine (Steam).—Southern Machinery Exchange, Somerset, Ky.—Prices on second-hand 40-60 H. P. self-contained side crank steam engine.

Engine.—R. C. Gray, Cheraw, S. C.—3 or 4 H. P. steam engine or 3 or 4 H. P. A. C. electric motor.

Engine.—Hackley Morrison, 16 $\frac{1}{2}$ N. 9th St., Richmond, Va.—30x48 heavy-duty Corliss engine.

Excavation.—Commrs. Everglades Drainage Dist., F. C. Elliott, Chief Drainage Engr., Tallahassee, Fla.—Bids until Aug. 30 to excavate section in Caloosahatchee Canal, between La Belle and Citrus Center; information on application.

Flooring.—See Building Materials.—Smoot & Sheehan.

Fire Department Supplies.—City of St. Cloud, Fla., Fred B. Kenney, Clerk.—Bids

Aug. 13 on motor fire apparatus and hose; motor car with pumping outfit preferred.

Fire Equipment.—City Commrs., Lebanon, Tenn.—Bids until Aug. 15 to furnish triple combination motor pumping engine, 500 gals. capacity; chemical engine and hose motor car; bids to include specifications.

Flour Mill Machinery.—D. W. Tyree, Gilmore's Mills, Va.—Prices on process machinery; best types.

Forging Machine.—Chicago Mfg. & Distributing Co., 2608 W. 26th St., Chicago, Ill.—Prices on forging machine; 1-in. to 1 $\frac{1}{2}$ -in. capacity.

Garages.—Salem Iron Works, 206 S. Liberty St., Winston-Salem, N. C.—To correspond with manufacturers of fireproof garages (probably galvanized and corrugated iron) to pass fire-department inspection.

Generating (Electric) Plant.—Room 1025, Equitable Bldg., New York.—Prices on 150 K. W., D. C., 250-volt generating plant complete, including generator, engine, boiler, switchboard, pumps and other necessary accessories.

Glove (Canvas) Machinery.—J. A. Lindsay, care of Lindsay Table Co., High Point, N. C.—Data on manufacture of canvas gloves and prices on machinery.

Grinding Machinery.—Industrial Laboratories, Fort Smith, Ark.—Machinery to grind sawdust and shavings.

Hammer (Steam).—C. T. Sowden, Mobile, Ala.—1200 to 1800-lb. single leg steam hammer; in A-1 operating condition.

Hardware.—See Manufacturers.—Stevens & Co.

Hardware, etc.—Hjalmar Minde, P. O. Box 184, Bergen, Norway.—To correspond with manufacturers of hardware implements, tools, kitchen articles, aluminum pans, low price cutlery, etc.; disposed to work on agency basis, but prefers sole connection agreement for Norway; cash payment.

Hoist (Electric).—Henry Potts & Co., 600 Real Estate Trust Bldg., Philadelphia, Pa.—15 H. P. A. C. electric hoist.

Hoop Factory Supplies.—Queen City Hoop Co., Jos. Engles, Jr., Mgr., Greenville, Miss. Prices, for file, on supplies for plant manufacturing coiled elm hoops.

Hose.—See Fire Department Supplies.—City of St. Cloud.

Irrigation System.—La Feria Water Improvement Dist. No. 3, Cameron County, Geo. H. Byrnes, Pres., La Feria, Tex.—To contract for excavating; installing machinery, etc.; issued \$500,000 bonds.

Knitting Equipment.—W. O. Burgin, Lexington, N. C.—To correspond with manufacturers of knitting equipment.

Lathes.—Southern Machinery Exchange, Somerset, Ky.—3 breast lathes.

Lathe (Screw-cutting).—Putnam Bros., Elton, La.—Prices on second-hand screw-cutting lathe, 10, 12 or 14-in. x 6 or 7-ft.

Laundry Machinery.—C. H. Casebolt, Box 757, Drumright, Okla.—Laundry equipment for shirt factory.

Levee Construction.—John P. Gordon, Jefferson City, Mo.—Bids until Aug. 11 to construct levee 6 $\frac{1}{2}$ mi. long around tract of land near Wainwright; contents 33,000 cu. yds. earth; plans and specifications from Mr. Gordon.

Locomotive, etc.—A. J. Orr, Washington, Ga.—Second-hand dinky engine and truck suitable for brickyard work.

Log Loader.—William S. Whiting, Elizabethon, Tenn.—36-in.-gauge American Hoisting & Derrick Co. log loader.

Machine Tools.—Navy Dept., Bureau Supplies and Accounts, Washington, D. C.—Bids to furnish open side, surface, grinding machine, Schedule 1387, delivery South Charleston, W. Va.; 2 heavy-duty milling machines and 2 back-gear, screw turret machines, Schedule 1388, delivery Philadelphia; mill, boring and turning, 100 inches vertical, Schedule 1389, delivery Boston.

Manual Training Equipment.—Southern Machinery Exchange, Somerset, Ky.—Prices on manual training equipment, 3 breast lathes, surfacer and 5 H. P., A. C. motor.

Manufacturers.—Stevens & Co., Copenhagen, Denmark.—Chemicals; technical articles; colonial produce; drugs; wine and spirit; cordage and twines; textiles; hardware; cycle stoving enamel, black first coat and finishing, stating time of stoving and degree; large quantities of fine stoving enamel and air-drying enamel for motor cars, especially deep black, green, blue, brown, gray and cream, both flatting and finishing colors; cycle fittings and accessories.

ries, especially bells, pedals, hubs, coaster hubs, complete frames, handle grips, gas lamps, saddles and tool bags, hand pumps and sundries; 1000 tons binder twine, sisal or manila; terms and conditions f. o. b. New York, export packing included, net cash against documents in New York.

Mill (Feed Grinding).—Morrilton Cotton Oil Mill, Morrilton, Ark.—Data and prices on feed-mixing and grinding machinery.

Mill (Corn and Bean) Machinery.—Mad-dox & Elliott, Easonville Bean Mill, Easonville, Ala.—Prices on corn sheller; sprocket-chain elevators; velvet bean huller; belting, shafting, pulleys, etc.

Mining Equipment.—Buck Branch Coal Co., A. M. Hewitt, Secy.-Treas., Huntington, W. Va.—Machinery for Kentucky coal mining.

Mining Machinery (Lead and Zinc).—Okla.-Ark Oil & Mining Co., care of Ryan & Givens, McFarlin Bldg., Holdenville, Okla.—Prices on lead and zinc mining machinery for operation Marion County, Ark.

Mining Machinery.—Roberts Coal Co., W. H. Roberts, Pres., Glamorgan, Va.—Machinery for mining coal.

Mixers.—See Drug Machinery.—Franco A. Miranda.

Paving Commission. S. C. Rowland, Chrmn., 214 E. Lexington St., for \$5.

Paving.—City of Munford, Tenn. J. M. Crigger, Mayor.—Correspondence with engineer relative to plans for 2 mi. street construction.

Paving.—City of Farmville, Va., Paul T. Boggs, Clerk.—Bids until Aug. 28 to construct 4500 sq. yds. concrete, brick or asphalt block pavement, with curbing, gutters, etc.; proposal forms and specifications obtainable from Wm. M. Platt, Engr., Durham, N. C.

Paving.—City of Caldwell, Tex., J. A. Grat, Mayor.—Bids until Aug. 19 to construct 5000 ft. curb and gutter and grade and gravel 2500 ft. of Fox St.; plans and specifications from Horace Boyett, City Engr., for \$5.

Piping.—Henry Potts & Co., 650 Real Estate Trust Bldg., Philadelphia, Pa.—Considerable tonnage 6-in. cast-iron water pipe; state manufacturer's specifications.

Planer.—G. A. Miller, Pettaway Bldg., Tampa, Fla.—Electric-drive floor planer for 25,000 sq. ft. yellow-pine flooring from sander.

Plastering Materials.—See Building Materials.—Smoot & Sheehan.

Planing Mill.—4038, care Manufacturers

State trunk road No. 4, between Woodville and Limrock; cost \$10,000; W. S. Keller, State Highway Engr., Montgomery.

Road Construction.—Hughes County Commissioners, Holdenville, Okla.—Bids until August 11 to construct 17½ mi. dirt roads, including bridges and culverts; profiles and specifications on file with Comms., Holdenville, and with engineer at Wetumka, Okla.

Road Construction.—Cotton Plant Road Improvement Dist. No. 1 of Woodruff County, care State Highway Commission, State House, Little Rock, Ark.—Bids until Aug. 16 to construct bituminous macadam road from east corporate limits of Cotton Plant to Prairie County line, 8½ mi.; grading, including clearing and grubbing, 50,000 cu. yds.; 110 ft. 18-in. pipe culvert; 72 ft. 24-in. pipe culvert; 361 cu. yds. concrete bridges, culverts and headwalls; 13,860 tons crushed rock, f. o. b. cars at Cotton Plant; hauling, spreading, rolling and sprinkling, estimated as follows: Mile 0 to 1, 6450 tons; mile 1 to 2, 4500 tons; mile 2 to 3, 2910 tons; 51,581 sq. yds. of bituminous binder; detailed plans and specifications may be seen in office of E. E. Mashburn, Engr., Cotton Plant and of Dist. Comms., John R. Meehan, Pres., Cotton Plant Bank & Trust Co., Bldg., Cotton Plant.

Road Improvements.—Chas. E. Gross, Dallas County Auditor, Courthouse, Dallas, Tex.—Bids until Aug. 9 to improve sections of following roads: Grade and gravel Coppel Rd., including concrete bridges; concrete paving, including shaping of road-bed and construction of concrete culverts and bridges on Miller's Ferry Rd.; grading and concrete bridges on Seagoville Rd.; concrete bridges and culverts on 12 main roads of county; specifications on file with J. F. Witt, County Engr., Courthouse.

Roofing.—A. F. Wysock, Princeton, W. Va.—Prices on roofing for courthouse and jail at Glenville, W. Va.

Saws.—John G. Duncan Co., 308 W. Jackson Ave., Knoxville, Tenn.—Jobbers' prices for immediate delivery on second-hand circular or hand saw to saw boards 12 in. wide; self-feed gang rip saw for ripping veneers ¼ in. thick by 1 in. wide; machine to have 5 or 6 saws or more, capable of taking in sufficient veneers to make it equivalent to boards 2 in. thick; rip saw would have to cut eight ¼-in. veneers thick by 1 in. wide, or wider.

Scales.—L. F. Hobbs, P. O. Box 483, Norfolk, Va.—Set of track scales, about 80-ft. length; 200,000 lbs. capacity.

Sewer Cleaning Machinery.—M. C. Erwin, Sewer Engr., San Antonio, Tex.—Prices on sewer cleaning apparatus; rods, tools, crabs, hose, cables, etc., complete.

Sewer Construction.—Chas. E. Bolling, City Engr., Richmond, Va.—Bids until August 10 to construct sewer and grading; proposal forms on application.

Sewing Machines.—C. H. Casebolt, Box 757, Drumright, Okla.—Sewing Machines for shirt factory.

Shaper.—Putnam Bros., Elton, La.—Prices on second-hand 16-in. shaper.

Shipyard Equipment.—See Pneumatic Tools.—North Carolina Shipbuilding Plants.

Shirt Factory Equipment.—C. H. Casebolt, Box 757, Drumright, Okla.—Prices on machinery for shirt factory, including laundry equipment, power, etc.

Shovel (Steam).—A. J. Orr, Washington, Ga.—Second-hand steam shovel.

Stanchions (Cattle).—L. C. Butler, Oak-

ville, Ky.—Prices on stanchions for dairy barn.

Steel Safe.—O. C. Kulicka, Secy. Black Bayou Drainage Dist., Greenville, Miss.—Steel safe cabinet; requests literature and price-lists.

Stone (Crushed).—Saville & Claiborne, Consulting and Contracting Engineers, Richmond, Va.—Prices on 5000 tons crushed stone; large deliveries, Hampton, Va., to commence about Sept. 1.

Sugar Refinery.—John R. Durrance, Tarpon Springs, Fla.—Data and estimates on machinery and other equipment for sugar refinery.

Surfacer.—Southern Machinery Exchange, Somerset, Ky.—Surfacer.

Tanks (Fuel-oil Storage).—"R." 400 Hill-ryer Ave., Macon, Ga.—Prices on 5 or 6 fuel-oil storage tanks, 8000 to 10,000 gals. capacity each. Describe, state price and where located.

Tools.—See Hardware, etc.—Hjalmar Minde.

Textiles.—See Manufacturers.—Stevens & Co.

Thermometers (Electric Contact).—F. C. Newland, Hopewell, Va.—Correspondence with manufacturers of thermometers; wants thermometers with electric wire arranged to make electric connection at about 212 or 250 degrees Fahrenheit.

Treepins.—International Sales Corp., Munsey Bldg., Washington, D. C.—Names and addresses of manufacturers of black-locust treepins.

Water Filtration Plant.—Comms. Water and Light Improvement Dist. No. 1, Ernest Neill, Chrmn., Batesville, Ark.—Bids until Aug. 21 to construct concrete settling basin and clear well and erect brick filter building; settling basin and filter building together to be 30x100 ft.; lay short lines of water pipe to connect with present distribution system and sewer to drain filter plant; furnish and erect 750 G. P. M. centrifugal pump and motor on vertical shaft; also move and reset triplex pump now installed; filter equipment being furnished and erected on another contract already let; plans and specifications from Frank L. Wilcox, Engr., Syndicate Trust Bldg., St. Louis, Mo., or from Ernest Neill, Chrmn., Batesville, for \$5.

Well-drilling Machinery (Oil).—Okla.-Ark Oil & Mining Co., care of Ryan & Givens, McFarlin Bldg., Holdenville, Okla.—Prices on oil well-drilling machinery.

Wire Lath, Copper Screening, Brass Tubing, etc.—Panama Canal, A. L. Flint, Acting General Purchasing Officer, Washington, D. C.—Bids until Aug. 21 to furnish wire lath, copper screening, brass tubing, electric cable, cable hangers, motor-driven woodworking machine, motor-driven band saw, combination motor pump and hose wagon, combination chemical engine and hose cart, tackle blocks, duster brushes, paint brushes, reducing valves, belt lacing, packing, asbestos gaskets, soap polish, asphalt, tracing cloth, bristol board, carbon paper and ink; blanks, etc., relating to Circular (No. 1159) obtainable at this office or offices Asst. Purchasing Agents, 24 State St., New York; Audubon Bldg., New Orleans, La., and Fort Mason, San Francisco; also from United States Engr. offices throughout United States.

Wiring.—See Building Materials.—Smoot & Sheehan.

Window Guards.—See Building Materials. Smoot & Sheehan.

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CONTRACTORS BANKERS MANUFACTURERS and OTHERS

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ADDRESS: MANUFACTURERS RECORD, BALTIMORE, MD.

Motor (Electric).—See Boiler, etc.—R. C. Gray.

Motor (Electric).—Southern Machinery Exchange, Somerset, Ky.—5 H. P., A. C. electric motor.

Motors.—See Engine Parts, etc.—La Moto-Artifice.

Motor Fire Engines.—See Fire Department Supplies.—City of St. Cloud.

Oil Machinery (Fish).—See Dryers (Fertilizer), etc.—C. W. Brown.

Pan (Wet).—Geo. W. Reese (Refractories), Kittanning, Pa.—Prices on second-hand heavy wet pan for grinding fire clay (Clearfield preferred.)

Paving.—Common Council, Stealey Heights, P. O. at Clarksburg, W. Va.—Bids until Aug. 16 for engineering work, to include specifications, estimates, profiles, etc., for paving sections of Stealey, Hartland, Magnolia and Lynn Aves.

Paving.—W. M. Bacon, Member City Council, Hendersonville, N. C.—Correspondence relative to contemplated street paving. (Lately incorrectly noted as "Henderson.")

Paving.—Baltimore (Md.) Board of Awards, City Hall.—Bids until Aug. 15 to grade, curb and repave with granite blocks sections of Smith and York Sts. and various alleys included in Contract No. 151; 800 sq. yds. repaving; specifications, proposal sheets and further information from

Record, Baltimore, Md.—To purchase planing mill, about 50,000 ft. daily capacity, with drykila equipment, located where large quantity of lumber can be secured with milling in transit privileges.

Plumbing.—See Building Materials.—Smoot & Sheehan.

Pneumatic Tools.—North Carolina Shipbuilding Co., G. D. Canfield, Pres.-Mgr., Morehead City, N. C.—Prices on complete outfit pneumatic tools, etc., for shipbuilding plant, with exception of woodworking machinery and air compressor.

Presses.—See Drug Machinery.—Franco A. Miranda.

Pulverizer.—See Crusher and Pulverizer (Limestone).—John G. Duncan Co.

Pumps.—City of Frederick, Okla., D. W. Womack, City Clerk.—Bids on centrifugal pump; also steam plunger or turbine-type pump for emergency use.—See Engine and Pumps.

Rails.—See Locomotive, etc.—A. J. Orr.

Rails.—George Esslemann, 208 E. 31st St., Baltimore, Md.—Prices on 30-lb. relaying rails for 4-mi. lumber railway.

Road Construction.—J. G. Brown & Son, Duck River, Tenn.—To let contract on 10 mi. road work in Hickman county; grading, draining and graveling.

Road Construction.—Scottsboro, Ala.—Bids until Sept. 1 to macadamize part of

RAILROAD CONSTRUCTION

RAILWAYS

Ala., Atmore.—Gulf, Florida & Alabama R. R. is building 6-mi. extension from the State line to Freemanville, Ala., via Atmore. Includes 2000 ft. pile trestle at Atmore. Company forces doing the work. R. Y. Patterson, Pensacola, Fla., is Ch. Engr.

Ala., Birmingham.—Birmingham Southern R. R. It is reported, will be extended to the Warrior River, 7 mi. G. G. Crawford, Birmingham, is Pres.

Ala., Montgomery.—Seaboard Air Line Co. forces are building a track parallel to the Seaboard's line on the southern boundary of the army cantonment near Montgomery. Other tracks will be constructed along the main line of the Western of Alabama Ry.

Ark., Little Rock.—Missouri Pacific Railway has let contract to J. J. Ball of Little Rock to grade 4 mi. spur to army cantonment near this city; also for 4 mi. of yard

tracks. Company forces will lay tracks.

E. A. Hadley, St. Louis, Mo., is Chief Engr. Ga., Macon.—Macon, Dublin & Savannah R. R. will build several miles of sidetracks and crossovers at Camp Wheeler. J. A. Streyer, Macon, is Gen. Mgr.

Ga., Macon.—Notice of petition to charter the Camp Wheeler Terminal Co. to build 7 mi. of railroad is filed by W. L. Seddon of Norfolk, Va.; L. W. Baldwin of Savannah, Ga.; J. A. Streyer, Minter Wimberly, J. R. Frink, L. L. Knight, G. L. Hurley, M. A. Ramsey, T. J. Collins and H. Baldwin of Macon. Capital stock \$10,000. Mr. Seddon is V.P. of the Seaboard Air Line and L. W. Baldwin is Gen. Mgr. of the Central of Georgia Ry.

Ga., Perry.—Central of Georgia Ry. denies recent press report that it would build a branch near Perry to accommodate peach shipments.

(Continued on Page 78.)

Capital and Surplus
\$4,000,000



Total Resources
\$38,000,000

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BALTIMORE

Capital \$1,000,000

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Correspondence and interviews
invited

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Surplus and Undivided Profits \$250,000.00
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W. M. ADDISON, Cashier.

FINANCIAL NEWS

The MANUFACTURERS RECORD invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

FINANCIAL CORPORATIONS

Ark., Hickory Ridge.—Citizens' Bank of Hickory Ridge is chartered; capital \$10,000; surplus \$1000. R. J. Kibler, Pres.; E. L. Cooper, V.-P., and N. N. Townsend, Cashier.

Ark., Washington.—Washington State Bank is chartered; capital \$10,000; surplus \$1000; directors, C. N. Trimble, Pres.; Geo. S. Smith, V.-P.; R. A. Brown, Secy. and Cash.; O. C. Bailey and A. N. Stroud.

Fla., West Palm Beach.—The First Na-

tional Bank of West Palm Beach is to be organized to take over the business of the Pioneer Bank. Capital will be \$100,000 with surplus of \$10,000. E. M. Brelsford, Pres., and B. A. Maxfield, Cashier.

Ga., Atlanta.—Southeastern Mutual Fire Insurance Co. is organized by G. A. Morris, L. A. Trowbridge, F. W. Parria, G. B. Watkins and Blair Foster.

Ga., Atlanta.—Union Investment Co. is chartered. Incorporators: J. H. Taylor, F. C. Hannah and Paul B. Ford.

Ga., Atlanta.—Fulton Brokerage Co. is chartered. Incorporators: C. J. McCollum and D. F. Shumate.

Ga., Eatonton.—A new bank with \$25,000 capital is being organized and business is expected to begin about Sept. 1. It is stated that Jno. D. Turner will be cashier.

La., Plain Dealing.—First State Bank of Plain Dealing is organized with \$50,000 capital. Dr. G. N. Keoun will be Pres. and G. W. Smith, V.-P.

Okla., Miami.—Commercial National Bank has made application for charter; capital \$50,000. Among those interested are J. T. Whaley, Holdenville, Okla.; J. T. Gephart, McAlester, and others of Miami.

S. C., McCormick.—The People's Bank, capital \$50,000, which proposes to begin business about Sept. 1, has elected the following officers: J. P. Abney, Pres.; J. L. Dorn, V.-P.; J. R. Cheatham, Cash.

Tex., Seagraves.—First State Bank of Seagraves, Gaines County, is organized with B. B. Curry, Pres., and J. L. Brabham, Cash.

Va., Camp Lee.—Camp Lee National Bank has made application for charter; capital \$25,000.

NEW SECURITIES

Ala., Selma.—(School).—\$40,000 of bonds have been voted and sold at par to a local firm. H. H. Stewart is City Clerk.

Ark., Jonesboro.—(Drainage).—Bids will be opened August 17 for \$300,000 of bonds of Cache River, Tri-County Drainage Dist., composed of Craighead, Lawrence and Jackson counties. B. H. Berger, S. C. Dowell and A. W. Hall, Comms.

Ark., Magnolia.—(High School).—Bids will be received until 2.30 P. M. Aug. 22 for \$85,000 of 6 per cent. 35-year bonds. T. A. Monroe is Agent. Further particulars will be found in the advertising columns.

Ark., Walnut Ridge.—(Road).—\$96,000 of 5 per cent. bonds Road Improvement Dist. No. 2, Lawrence County, have been purchased by Lesser-Goldman Cotton Co., St. Louis.

Fla., Bartow.—(School).—Bids will be received until 10 A. M. Sept. 4 for \$250,000 of 6 per cent. 20-year bonds Special Tax School Dist. No. 46, Polk County. J. W. Keen is Chrmn. Board of Public Instruction, Polk County.

Fla., Bradentown.—(Bridge).—\$45,000 of 5 per cent. 20-30-year \$500 denomination bonds are voted for bridge across Manatee River between Bradentown and Manatee. L. L. Hines is City Clerk.

Fla., Dunnellon.—(Road).—As soon as \$75,000 of 6 per cent. 10-25-year \$1000 denomination bonds Road Dist., Dunnellon Road and Bridge Dist., Marion County, are validated, bids for \$25,000 will be opened. Address J. G. Baskin, Dunnellon.

Fla., Jacksonville.—(Certificates of Indebtedness).—On September 4 Board of Comms. of Duval County will sell \$4793 of 6 per cent. certificates of indebtedness. L. L. Meggs is Chrmn. Board of Comms. Duval County, and Frank Brown, Clerk.

Fla., Palmetto.—(Bridge).—\$15,000 of 5 per cent. 20-30-year \$500 denomination bonds have been voted for bridge across Manatee River between Bradentown and Manatee, and bids for same will be opened Sept. 14. W. E. Mann is City Clerk.

Fla., Palm Beach.—(Street, Sewer, Town Hall).—\$50,000 of bonds are voted. Address The Mayor.

Fla., Palm Beach.—(Town Hall, Street, Sewer).—\$50,000 of bonds are voted. Address The Mayor.

Fla., Tampa.—(Road).—Bids will be received until 11 A. M. Aug. 14 for \$100,000 of 30-year \$1000 denomination bonds Citrus

The Board of Directors of the American Cotton Oil Company, on August 7th, 1917, declared a quarterly dividend of one per cent. upon the Common Stock of the Company, payable September 1, 1917, at the Banking House of Winslow, Lanier & Co., 59 Cedar Street, New York City, to holders of record of such stock at the close of business on August 15, 1917.

The Stock Transfer Books of the Company will not be closed.

WILLIAM O. THOMPSON, Secretary.



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BALTIMORE, MD.

Park Special Road and Bridge Dist., Hillsborough County. Jas. G. Yeats is Chrmn. Board of County Commrs.

Ga., Emerson—(School).—\$5000 of Emerson Park School Dist. bonds are reported voted. Address School Board.

Ga., Statesboro—(Light, Water, Paving).—\$30,000 light and water and \$30,000 paving 5 per cent. 5-30-year \$1000 denomination bonds have been purchased at \$62,000 by Bank of Statesboro and the Sea Island Bank.

La., Port Allen—(School).—Bids will be received until noon August 14 for \$10,000 of 5 per cent. 1-10-year \$250 denomination bonds School Dist. No. 2, West Baton Rouge Parish. J. H. Bres is Secy.

Md., Rockville—(Road).—\$20,000 of 4½ per cent. \$500 denomination Montgomery County bonds have been purchased at \$20,075 and accrued interest by Robert Garrett & Son, Baltimore, Md.

Miss., Skene—(School).—\$15,000 of 5½ per cent. bonds have been purchased at par by the National City Bank, Memphis.

Mo., Benton—(Road).—\$750,000 of Scott County bonds are voted. Geo. W. Pearman is County Clerk.

Mo., Canton—(Light, Water, Street).—\$10,000 light and water, and \$5000 street, alley and highway 5 per cent. bonds are reported purchased at par by the Canton Trust Co., Canton.

Mo., De Soto—(Water-works).—\$4000 of 5 per cent. 5-year bonds have been purchased at par by Wm. R. Compton Co., St. Louis.

Mo., Kansas City—(Light).—Ordinance has been prepared providing for an election October 2 to vote on \$1,000,000 of bonds. Address The Mayor.

Mo., Kansas City—(School).—\$2,000,000 of 4½ per cent. \$100 and \$1000 denomination bonds, dated July 2, 1917, and maturing 1937, are ready for sale. Address Edward F. Swinney, Pres. First National Bank, who is Treas. of School Board.

Mo., Maysville—(School).—Question of issuing \$10,000 of bonds is reported under consideration. Address School Board.

Mo., New Madrid—(Road).—\$750,000 of New Madrid County bonds have been voted. Address County Commrs.

N. C., Benson—(Railroad).—Election is to be held August 27, it is reported, to vote on \$40,000 of railroad bonds. Address The Mayor.

N. C., Louisburg—(Floating Debt).—Bids will be opened Aug. 17 for \$15,000 of 5, 5½ or 6 per cent. \$1000 denomination funding floating debt bonds; dated July 1, 1917; maturity, \$1000 Jan. 1, 1919, to July 1, 1927. A. W. Alston is Clerk.

N. C., Tryon—(Water).—Ordinance has been passed by the Board of Commrs. providing for the issuing of \$3000 of not exceeding 6 per cent. 10-40-year bonds.

N. C., Winston-Salem—(School, Water).—\$50,000 of school and \$125,000 water 5 per cent. bonds have been purchased at \$2405 premium and accrued interest by R. M. Grant & Co., New York.

N. C., Winston-Salem—(Drainage).—Bonds of Forsyth County Drainage Dist. No. 1 are to be offered. N. L. Cranford, W. B. Stafford and Cicero A. Kimmel, Board of Commrs.

Okla., Carmen—(Light).—\$25,000 of 6 per cent. electric-light bonds have been purchased by R. J. Edwards, Oklahoma City.

Okla., Erick—(Water, Light).—\$7500 of water and \$2500 light bonds are reported sold. Address The Mayor.

Okla., Hugo—(Park, Fair Grounds).—Election is to be held in August to vote on \$15,000 of 5½ per cent. bonds. J. A. Wolff is Clerk.

Okla., Quay—(School).—\$20,000 of bonds School Dist. No. 11 have been voted. Address School Board.

Okla., Norman—(Reservoir).—Election is to be held, it is reported, to vote on \$40,000 of bonds. Address The Mayor.

Okla., Woodward—(Water, Light, Sewer).—Special election is to be called to vote on \$42,000 of bonds. Address The Mayor.

Okla., Bristow—(City Hall, Water, Sewer).—Election is to be held Aug. 16 to vote on \$20,000 city hall, \$6000 water-works and \$6000 sewer bonds. Address The Mayor.

Okla., Granite—(Water).—Election is to be held Aug. 20 to vote on \$5000 of bonds. Address The Mayor.

Okla., Waurika—(Water).—\$15,000 of 6 per cent. 20-year Jefferson County water extension bonds have been purchased at par and accrued interest by Geo. and J. E. Piersol, Oklahoma City.

S. C., Bishopville—(School).—Carolina Bond & Mortgage Co., Columbia, S. C., has purchased 6 per cent. bonds of St. Matthews School Dist., Lee County.

S. C., Marion—(School).—Carolina Bond & Mortgage Co., Columbia, S. C., has purchased 6 per cent. bonds of Oakton and Todds School Dist., Marion County.

S. C., Pickens—(Road).—Special dispatch to the Manufacturers Record says that \$250,000 of 5 per cent. 20-year Pickens County bonds have been purchased at par, accrued interest and \$675 premium by Breed, Elliott & Harrison, Cincinnati.

S. C., Spartanburg—(Sewer).—Bids will be received until noon Aug. 27 for \$40,000 of 5 per cent. 20-year \$1000 denomination bonds, dated Aug. 1, 1917. J. F. Floyd is Mayor. Further particulars will be found in the advertising columns.

Tenn., Columbia—(County Bonds).—Bids will be received until noon Sept. 1 for \$114,000 of Maury County bonds. J. T. McKnight is County Judge; J. W. Adkinson, Trustee, and A. W. Lipscomb, County Court Clerk. Further particulars will be found in the advertising columns.

Tenn., Greeneville—(Road).—\$200,000 of an authorized issue of \$510,000 of 5½ per cent. Greene County bonds have been purchased at \$200,011 and interest by W. W. Willis & Co., Knoxville.

Tenn., Memphis—(Levee).—The St. Francis Levee Board will offer for sale \$400,000 of bonds.

Tex., Abilene—(Reservoir).—Election is to be held August 15 to vote on \$230,000 of 5 per cent. 10-40-year bonds. E. N. Kirby is Mayor, and H. L. Roberts, City Secy.

Tex., Amarillo—(Paving).—\$50,000 of 5 per cent. 1-4-year bonds have been purchased by R. J. Edwards, Oklahoma City, Okla.

Tex., Angleton—(Road).—Steps are being taken to hold an election in Freeport Road Dist. No. 23, Brazoria County, to vote on \$200,000 of 5½ per cent. 20-year bonds. Address County Commrs.

Tex., Austin—Bonds approved by Atty.-Gen.: \$150,000 of 5 per cent. 20-40-year Milam County Road Dist. No. 10; \$5000 of 5 per cent. 10-20-year Lamar County Common School Dist. No. 65; \$30,000 of 5½ per cent. 5-40-year San Jacinto County Road Dist. No. 1; \$10,000 of 5 per cent. 5-40-year Ravena Independent School Dist.; \$2500 of 5 per cent. 5-20-year Calhoun County Common School Dist. No. 2.

Tex., Beaumont—(Canal and River Imp.).—Election is to be held in Beaumont Navigation District, Jefferson County, August 24 to vote on \$300,000 of 6 per cent. 20-40-year canal and river deepening bonds. L. J. Black is Chrmn. Board of Commrs.

Tex., Brownsville—(Water).—Bids received until 2 P. M. August 9 by Daniel K. Catlin, Trustee, Room 603 Security Bldg., 4th and Locust Sts., St. Louis, Mo., for \$425,000 of 6 per cent. 3-40-year bonds Water Improvement Dist. No. 2, Cameron County.

Tex., Brownsville—(Irrigation).—La Feria Water Improvement Dist. Cameron County No. 3 recently voted \$500,000 of 6 per cent. bonds. Address Geo. H. Byrnes, Pres.

Tex., Crockett—(School).—\$75,000 of 5 per cent. 40-year Crockett School Dist., Houston

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701 Wright Building, St. Louis, Mo.

County, bonds are reported voted. Address School Board.

Tex., Dallas—(School).—Bids will probably be asked in 30 or 40 days for \$500,000 of 4½ per cent. 10-year bonds. William Doran is Commr. of Finance and Revenue.

Tex., Goliad—(School).—Bids will be opened Sept. 10 for \$8500 of an authorized issue of \$10,000 of 5 per cent. 20-year \$500 denomination bonds Charco Ind. School Dist., Goliad County. Address J. C. Calhoun, Prest. Board of Trustees of Dist.

Tex., Hamilton—(Street).—\$20,000 bonds defeated. Recent report stated bonds had carried. G. H. Boynton is Mayor.

Tex., Houston—(Road).—All bids received July 30 for the \$600,000 of the \$1,100,000 of 5 per cent. 10-year Harris County bonds offered on that date were rejected. H. L. Washburn is County Auditor.

Tex., Mineral Wells—(Water).—Bonds for municipal water system are voted and bids for same are now being received. L. E. Cowling is Mayor.

Tex., Mulberry—(School).—\$2500 of Mulberry School Dist. bonds are voted. Address School Board.

Tex., Pleasanton—(Water).—Bids will be received until 2 P. M. August 23 for \$20,000 of 5 per cent. 40-year \$1000 denomination bonds. Chas. T. Troell is Mayor.

Tex., Port Lavaca—(Road).—Election is to be held August 14 to vote on \$75,000 of 5 per cent. 40-year bonds Road Dist. No. 2, Cal-

houn County. F. M. Dudgeon is County Judge.

Tex., Rosebud—(Water-works).—Bids are being received for \$18,500 of 5 per cent. 10-year bonds. A. C. Dunn is City Secy. and R. A. Booth Mayor.

Tex., Whitney—(Water-works).—\$15,000 of 5 per cent. 10-year water-works bonds have been purchased by J. L. Arlitt, Austin, Tex.

W. Va., Marlinton—(Light, Water).—\$20,000 of bonds are voted. Address The Mayor.

W. Va., Fairmont—(Improvement).—Bids will be received until 1 P. M. Aug. 20 for \$410,000 to \$760,000 of 4½ per cent. bonds. Address J. Walter Barnes, Commr. of Finance.

W. Va., Martinsburg—(General Improvement, Paving).—\$195,000 of 5 per cent. bonds were recently purchased by Weil, Roth & Co., Cincinnati, O.

W. Va., Moundsville—(School).—Bids will be received until 8 P. M. Aug. 23 for \$108,000 of 5 per cent. \$500 denomination bonds, dated June 1, 1917, and maturing June 1, 1922 to 1945, inclusive. W. P. Fish is Secy. Board of Education.

FINANCIAL NOTES

The First National Bank of Boston announces the opening of a branch bank at Bartolome Mitre, Buenos Aires, Argentina, which is under the management of Mr. Noel F. Tribe, and is now doing a general banking business.

RAILROAD CONSTRUCTION

(Continued from Page 75.)

La., Monroe.—The Interstate Coopera Co. contemplates. It is reported, building a railroad 25 miles long for hauling lumber.

La., Patterson.—New Iberia & Northern Railway Co. proposes to build extension from Shadyside to Patterson, 8 mi. Grading begun. A. T. Perkins, 401 Locust St., St. Louis, Mo., is Prest.

Md., Baltimore.—Pennsylvania R. R. Co. has been authorized by the Maryland Public Service Commission to proceed with construction of its proposed additional branch from a point just east of Baltimore to connect with the Sparrows Point plant of the Bethlehem Steel Co. J. C. Auten, Wilmington, Del., is Pr. Asst. Engr.

Miss., Nicholson.—Pearl River Valley R. R. Co. is chartered with \$1,000,000 capital to build a line from Nicholson on Pearl River northward to Columbia, Miss., 55 mi., through a lumber region. R. L. Emery of New Orleans, La., is Prest.; John Stuart Cooney of Chicago, Ill., V.-P.; W. H. Roberts of the same city, Secy. and Treas.; others interested being C. H. Dean of Brookhaven, Miss.; Robert Howell Crosby of Picayune, Miss., and Paul Rowland of Wisconsin. Temporary headquarters at the offices of Brady & Dean, Brookhaven, Miss.

N. C., Charlotte.—Southern Public Utilities Co. has invited bids for the construction of two extensions, each 1 mi. long, into Camp Greene, near Charlotte. R. L. Wommack is Supt.

Okl., Muskogee.—Missouri, Kansas & Texas Railway proposes to improve yards at Muskogee, enlarging to double their present size at a cost of about \$600,000, according to local report which says work has begun. F. A. Triplett is Div. Engr.

Okl., Tulsa.—Atchison, Topeka & Santa Fe Railway contemplates building terminals at Tulsa. Plans being made. F. M. Bisbee, Amarillo, Tex., is Chief Engr.

S. C., Spartanburg.—R. L. Elliott and H. C. McCrary are reported pushing construction on an extension of the Piedmont & Northern Ry. to Camp Wadsworth.

Tenn., Chattanooga.—Central of Georgia Ry., it is understood, has not decided to build a line from Chattanooga to Coalmont. Tenn., about 40 mi., although it is making

preliminary surveys. (See Manufacturers Record, Aug. 2.) A later report says extension will go beyond Coalmont to connect with Tennessee Central Railroad at either Johnson Stand or Crossville.

Tenn., Monterey.—Preliminary survey is to begin immediately for the construction of a railroad to the John W. Welch coal mine on Bills Branch.

Tex., Hicks.—East Texas & Gulf Ry. Co., capital stock \$20,000, is inceptd. to build a line from Hicks to Wursbaugh, Tex., 10 mi. Incorporators: E. R. Campbell and A. E. Ammerman of Houston, Tex.; S. B. Hicks, J. T. Wursbaugh, M. F. Johnson and T. H. Scovill of Shreveport, La.

Tex., Waco.—Southern Traction Co. will build an extension of its electric railway to Camp McArthur, near Waco. J. F. Strickland, Dallas, Tex., is Prest.

Va., Newport News.—The Newport News & Washington Short Line Ry. Co. is being urged by the United States Government to build proposed road from Newport News to Washington, and a spur from Washington to Indian Head. Surveys have been made and right of way practically secured. W. B. Livezey, Prest. of the Old Dominion Land Co., and A. L. Powell are directors in the Newport News & Washington Short Line Ry. Co. F. S. Gannon, 55 Liberty St., New York, is Prest.

W. Va., Blacksville.—Blacksville & Western R. R. Co., chartered with \$25,000 capital, proposes to build a line 4 miles long from Blacksville, W. Va., to Brave, Pa., via Dunkard Creek, connection to be made at Blacksville with the Morgantown & Wheeling Ry. Charles A. Goodwin, Prest.; C. S. Bailey, V.-P.; A. I. Derr, Treas., and A. L. Secy. and Treas., Morgantown, W. Va.

W. Va., Fairmont.—Monongahela Valley Traction Co. has made surveys and will build extension several miles to Pleasant Valley and Kingmont. D. H. Blanks is Ch. Engr.

STREET RAILWAYS

Ala., Montgomery.—Montgomery Light & Traction Co. contemplates double-tracking line from Montgomery to Pickett Springs, 6 mi. Richard Tillis is Prest.

Ga., Atlanta.—Georgia Ry. & Power Co. will build street-railway extension from near Brookhaven to Camp John B. Gordon, about 3.2 mi. P. S. Arkwright is Prest. W. H. Glenn, V.-P. and Gen. Mgr., and C. A. Smith, Chief Engr.

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